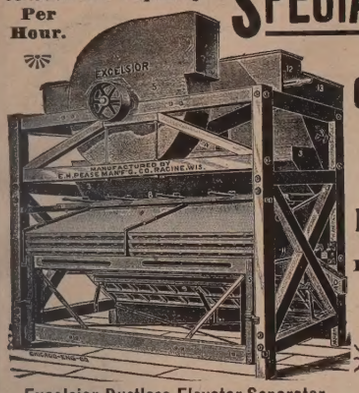
Four Sizes from 300 to 2000 Bu. Capacity Per Hour.

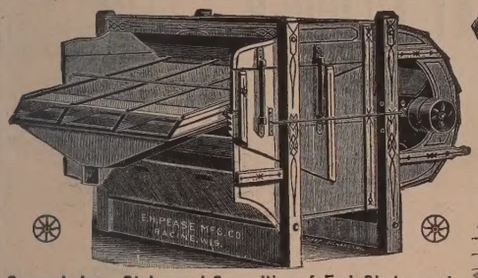
# SPECIAL GRAIN HANDLING MACHINERY

—FOR—

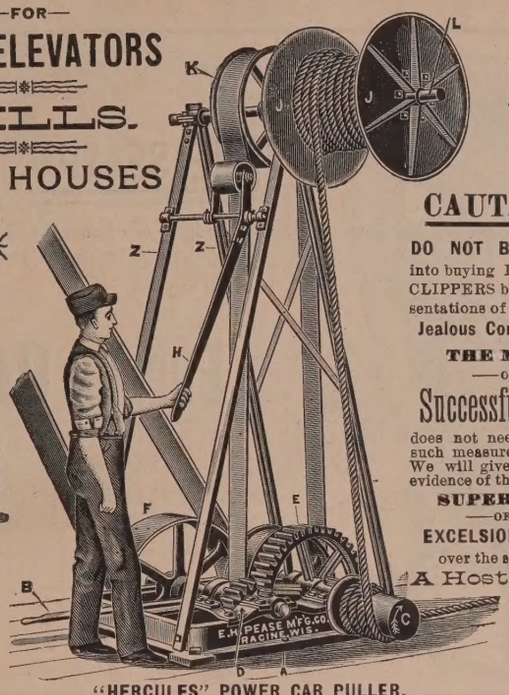
## GRAIN ELEVATORS
## MILLS.
## MALT HOUSES
—AND—
## BREWERIES.



Excelsior Dustless Elevator Separator.



Several sizes, Styles and Capacities of End-Shake, and Side-Shake Warehouse Mills.

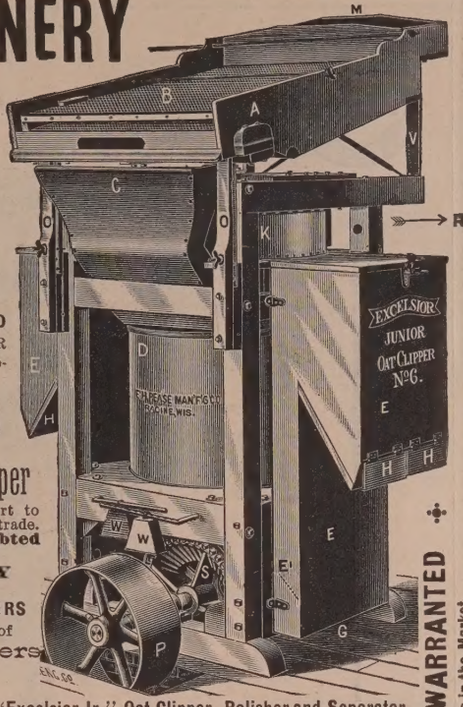


"HERCULES" POWER CAR PULLER.

**CAUTION!**

DO NOT BE DUPED into buying INFERIOR CLIPPERS by misrepresentations of our Jealous Competitors.

THE MAKER —OF A— Successful Clipper does not need to resort to such measures to gain trade. We will give **Undoubted** evidence of the **SUPERIORITY** —OF THE— EXCELSIOR CLIPPERS over the signatures of A Host of Users




"Excelsior Jr." Oat Clipper, Polisher and Separator.

## PLENTY MORE TESTIMONIALS.

Letters similar to sample below, on hand for inspection of Buyers.

**"Suppose you Write us for Particulars."**

SENECA, ILL., May 8, 1890.

**E. H. PEASE MFG. CO., Racine, Wis.**

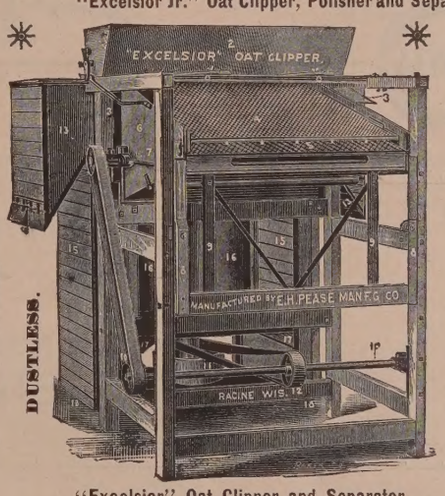
**GENTLEMEN:** In December, 1888, we bought one of your **No. 8 "Excelsior" Combined Oat Clippers, Separators and Graders.** and have clipped at least 250,000 bu. of oats with it without a cent of cost for repairs, and consider it one of the most valuable pieces of machinery in our elevator. Before buying, we examined other clippers in operation, but could find none we thought compared with the **Excelsior** in capacity or work. We have no trouble to raise the weight of oats anywhere from 3 to 10 lbs. per bu., and can change the grade *while machine runs at full speed* by moving the *governing weights* upon the regulating levers. A few days ago we went to see a ——— clipper work and judging from the work it was doing it is a total failure as an *oat clipper.*

We would not exchange our **Excelsior** Clipper for a 10-acre lot of ——— clippers. We have yet to see a machine that will come up to your **No. 8 Excelsior in quality or capacity.** *Our machine has done better than you claimed for it and paid for itself long ago.*

*We tested our clipper* a few days ago by clipping 3,500 bu. of oats by actual weight, with less than 1-2 lb. waste per bu. We also shipped two cars of oats from same bin to same commission merchant in Chicago, viz.: One car clipped and one car not clipped, we got 1 1-2 cents per bu. more for the clipped than the unclipped oats (1-2 cent per bu. covers cost of clipping and waste) * * * * * * * etc.

Yours truly,

**HOGAN & NEILSON.**



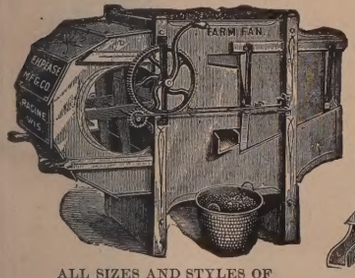

DUSTLESS.

With same Power, Conditions of Grain, and other like Circumstances.

THESE MACHINES ARE FULLY WARRANTED

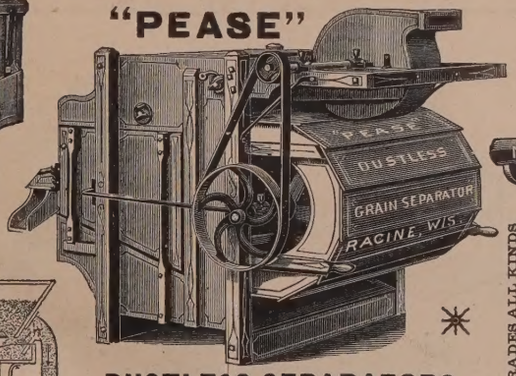
To Excel any Other Similar Machines of like sizes in the Market.

"Excelsior" Oat Clipper and Separator.

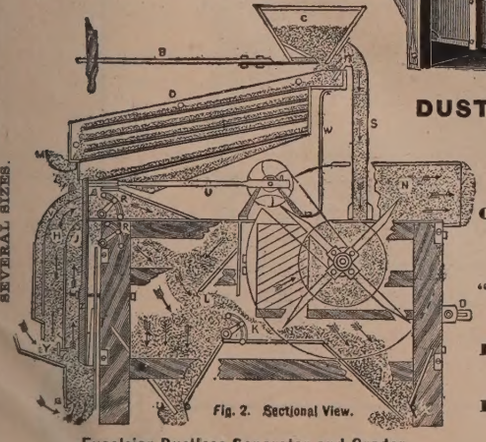



ALL SIZES AND STYLES OF "Pease" Farm Fanning Mills

## "PEASE"




## DUSTLESS SEPARATORS.



SEVERAL SIZES.

Fig. 2. Sectional View.

Excelsior Dustless Separator and Grader.

## OUR SPECIALTIES

—ARE—

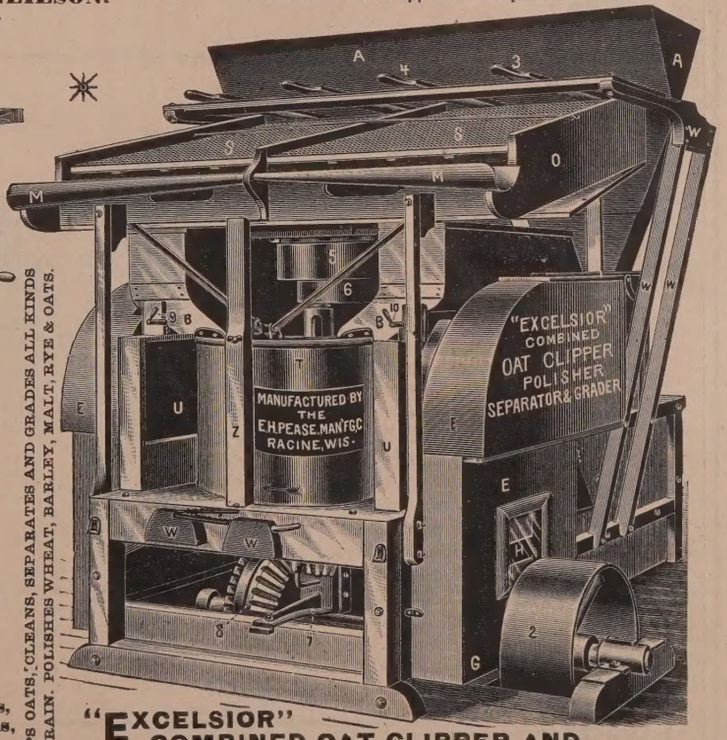
**Oat Clippers,**
**"Pease" Farm Fans,**
**"Pease" and "Wells" Warehouse Fanning Mills,**
**"Pease" Dustless Separators,**

**EXCELSIOR**

**Receiving Separators, Grain Graders, Cleaners and Polishers, Car Pullers, Bag Trucks, Warehouse Trucks,**

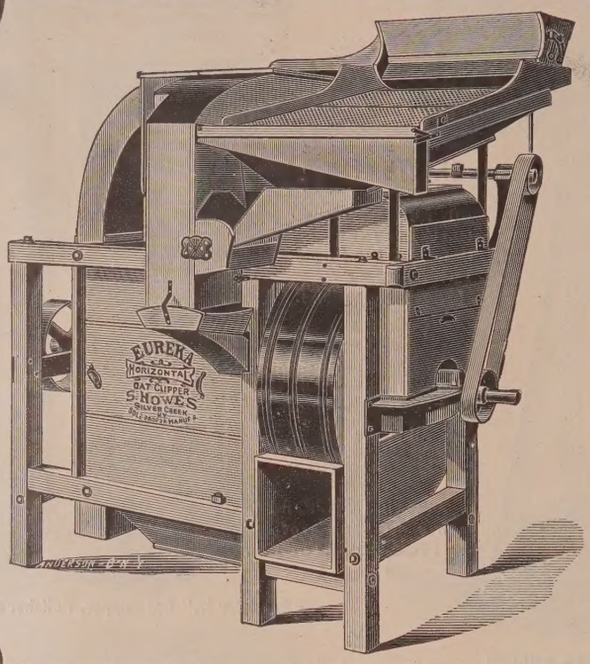
**ELEVATOR SUPPLIES, Etc., Etc.**

CLIPS OATS, CLEANS, SEPARATES AND GRADES ALL KINDS OF GRAIN. POLISHES WHEAT, BARLEY, MALT, RYE & OATS.




"EXCELSIOR" COMBINED OAT CLIPPER AND SEPARATOR, GRADER AND POLISHER.

# E. H. PEASE MFG. CO., RACINE, WIS., U. S. A.




**THE SEASON** Is very rapidly approaching when you will want an Oat Clipper. It is always well to make your choice a litt'e in advance of the time you want the machine in position to run. Of course, if you want the very best machine you will buy the

## EUREKA OAT CLIPPER.

There is no doubt it is the best, but if you wait too long before finding out why it is the best, it is possible that, in the hurry to get a machine in, and in operation, you may be induced to put in one that is only an oat clipper in name, See? Better write us now

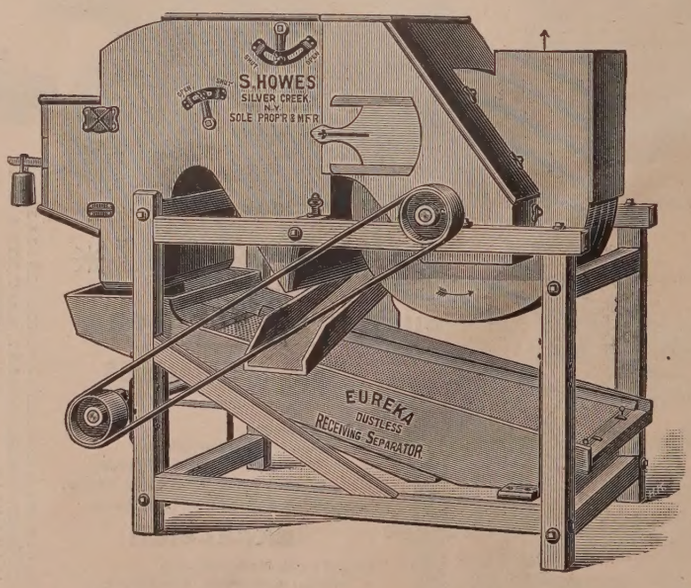
# S. HOWES,

**SOLE MANUFACTURER,**

SILVER CREEK, N. Y.

## HERE'S A MACHINE

THAT many purchasers find a valuable auxiliary to our Eureka Oat Clipper, although it is not essential to the perfect operation of that machine. The cut illustrates the Eureka Receiving Separator, WITH ONE SEPARATION, specially designed for mills and warehouses, and can be used for cleaning wheat, barley, oats, corn, etc. As the separator is placed before the screen, it is entirely dustless, the fan absorbing the dust while the separator takes out a portion of the light screenings and refuse matter. The grain then falls on the screen, which throws off straw, headings, etc. Screens for cleaning any kind of grain mentioned above will be furnished at a reasonable price; a cockle screen and blank plate, for use if the cockle screen is not required, will be furnished with all machines. This machine is strongly built, requires but little space, and the price is so low that no one needing such a machine can do without it.



# THE AMERICAN ELEVATOR AND GRAIN TRADE.

A MONTHLY JOURNAL DEVOTED TO THE ELEVATOR AND GRAIN INTERESTS.

PUBLISHED BY MITCHELL BROS. COMPANY, (INCORPORATED.) | VOL. IX. | CHICAGO, ILLINOIS, JULY 15, 1890. | No. 1. | SUBSCRIPTION PRICE, ONE DOLLAR PER ANNUM.


## SHRINKAGE AND MIXING.

"In no one thing, yes, in no dozen things, is the farmer so outrageously wronged as in the single matter of getting his grain to a market," says one who is in position to know whereof he speaks. "I tell you there is no industry so loosely conducted as the immense grain business of the West, but, shambling as it is, it is carefully seen to that all is done to the profit of the railroads and grain elevators, and to the damage of the dealer, and, consequently, to the farmer; for the dealer is very careful to see to it that all the gouging done him by the railroads and elevators is placed in his expense account, and the bill charged up to the farmers in the way of light weights, low grading, or in some manner or other.

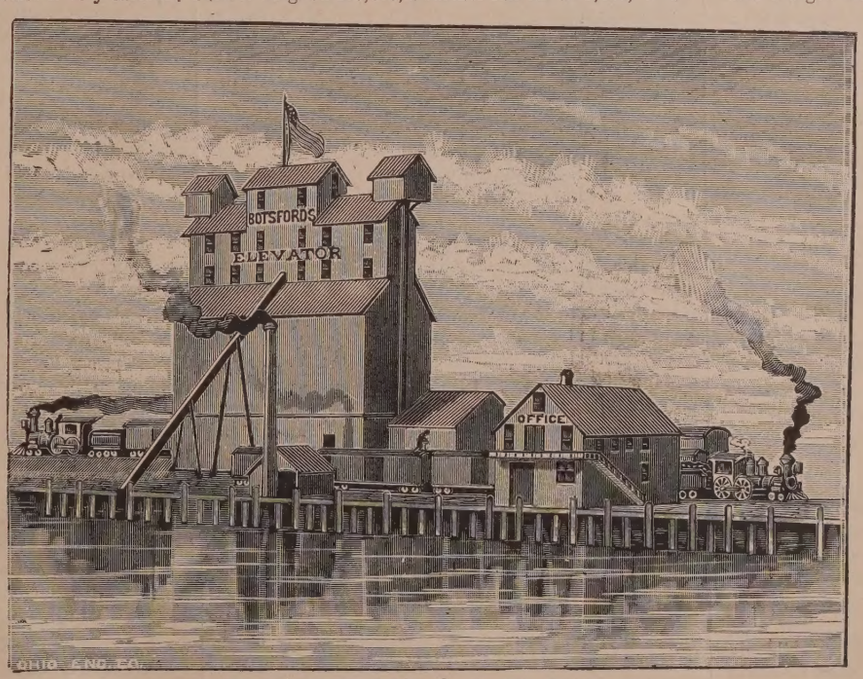
"This elevator business is not properly understood. There has been much published concerning its extortions, but the articles have been deficient in plain facts. In the first place, take the matter of the receipt given the shipper. The Illinois law says that an actual receipt shall be given the shipper in all cases for grain shipped. This law is never observed. The so-called receipt in every case reads 'more or less,' and this more or less clause paves the way for the ills which follow. It is almost invariably less, rarely the same and never more, than the shipper gets.

"I state specifically that no bills of lading are issued that are in compliance with existing laws, but every one of them contains clauses that invalidate their value by rendering ambiguous the extent of the common carrier's liability. Every one of them leaves it optional with the carriers to deliver at destination any amount of property they may see fit. This, of course, enables them to resist, upon technical grounds, the payment of claims for shortages. Of course this is an all-around opportunity for conscienceless knaves, and they avail themselves of it to their own sweet pleasure. There ought not to be any shortages. In fact, there are no shrinkages. Yet the evidence is indisputable that certain railroads here handling large amounts of grain make deliveries to certain Eastern elevators, and they very frequently, if not always, report it short from 5 to 100 bushels per carload from the initial weights, which are known to be correct. But why do I speak of railroads here? My accusation applies as well to grain shipped from every other primary market. What I say has had indorsement for truth from a president of the Chicago Board of Trade and from a chairman of the weighing committee of that body.

"But this steal—for what else can it be called—does not end with a single elevator. Oftentimes it is made by each elevator through which the grain passes. It is but recently that five carloads of grain were shipped from a point on the Illinois Central Railroad. At this initial point the total weight of the grain was 161,875. At Chicago it weighed 159,900, a shortage of 1,985. In New York it weighed 158,800, a further fall off of 1,110, or a total shrinkage of 2,995. Now the keeper at the initial point on the Illinois Central will swear that the original weight was accurate, and that the grain was shipped on cars in excellent condition. I have here at hand records of quite a number of shipments," and the gentleman spread some memoranda before him. "Here you will see the number of the car in which each was shipped, the line over which it went, etc., a complete record. The first one here is a carload of oats. At Chicago it weighed 36,580 pounds; at New York 33,540, a loss of 3,040 pounds. Here is another of oats, which at Chicago weighed 39,497; at New York 37,800, a shrinkage of 1,697 pounds. Here are nineteen carloads of wheat which at Chicago weighed 588,060 pounds, and at New York 583,940 pounds, a shrinkage of 4,070 pounds. But there, you see here are a number of others, all telling the same story.

"Do you ask who owns these elevators? Well, those at Toledo, Buffalo, New York, and some other points, are owned by the railroads. Of course in many instances the railroads deny that they own or control, but in most of these cases knowing ones do not accept their statements as facts. By the way, I was told by a railroad official who ought to know, that the Toledo elevator pays its railroad owners an annual dividend of 40 per cent.

"It is charged that it is a practice with all elevators to give a party who has, say, 600 bushels of grain in store, warehouse receipt for but 590 or 595. Or, rather, they deduct from 3 to 25 bushels from each carload for alleged shrinkage. As I have said, that shrinkage does not occur, as the surplus account of these elevators, if examined, would plainly show. But the iniquity does not stop here. They mix grades. A man has in warehouse a very good article of No. 2 wheat, say two carloads. They will mix with it, as many do, three carloads of No. 3 wheat, and then, when it comes to deliver, the owner of the No. 2 instead of getting his own receives two carloads of this mixed article, which, of course, stands grade. But the elevator has profited in raising its three carloads, because No. 2 is worth 15 cents a bushel more than No. 3. This evil is a particularly alarming one, and the only way to correct it, that I can see, is to sell by sample in all cases. By this process of raising, and by deductions for shrinkage, the elevators acquire large surpluses for their enrichment and the farmer's impoverishment, for, I repeat, the loss really comes out of him. The elevators ought to be compelled to give the railroads a receipt for the exact amount taken out of the cars, and the receipt should likewise name the grade of the grain. At some points the railroad buyers take as much as from 5 to 50 pounds from each wagonload brought in by the farmers. The Michigan Southern Road admitted it did this, and that under oath, too, before the Inter-State Commerce Commission. It was at pains, however, to deny the jurisdiction of that body, because the grain went to points within the state. Of course it had no fear of the state courts, because if each suffering farmer had to bring his suit individually before a justice, the railroad could wear the stoutest of them out by means of delays, appeals and all that sort of thing before his case reached




BOTSFORD'S ELEVATOR NO. 2, AT PORT HURON, MICH.

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the Supreme Court. In the case referred to the Inter-State Commerce Commission dismissed the suit because some of the cases happened before it had existence, and it could not take cognizance of breaches occurring prior to the enactment of a law declaring them such. The railroads have their eyes open in these matters. They say they cannot comply with state laws because it is the Inter-State Commerce Commission's business, and also declare that the state laws do not reach their cases.

"You ask why something is not done! A prominent congressman, who has ever been a most active friend of the Inter-State Commerce Law, once complained to me that he was discouraged because the people did not afford the lawmakers the encouragement they had a right to expect. I told him and I tell you this: The country shippers once did kick. They demanded of the Railroad and Warehouse Commissioners that they should redress the grievances I have referred to. Well, in a short time blank petitions were sent around by the railroads to these same shippers bidding them sign these petitions if they knew what was good for them. And these petitions were addressed to the Warehouse Commissioners, and protesting against the enforcement of the law. Those who refused were denied privileges and handicapped in divers ways. What remedy has a shipper who has his money, time and labor tied up in an elevator or warehouse upon land leased him by a railroad company, that can by an arbitrary ruling in rates, classification or change of policy, make or break him up in his business? He prefers to cast his burden quietly upon the farmer, and this he does by charging up to expense account all his shortages and deducting them direct from the farmer's account; or he doctors his scales so as to give light weight. Be sure of this: The country buyer can't afford to lose the shortage. The city buyer can't and won't afford to lose.

"I have not exhausted the subject; indeed, I have but scarcely begun it. The trouble is to get individual cases of fraud upon the wrongdoers. There ought to be an inquisition by a Senate or House committee with powers to compel attendance of witnesses and force open their mouths. Or the Inter-State Commerce Commission should open up a thorough and searching investigation. The latter might compel the testimony of private elevator owners not connected with railroads, in order to show just what amounts of grain they did receive from the railroads. It could compel the attendance of railroad officials to show what amount of grain was received and what passed into the elevator.

"The country buyer must anticipate the amount of shrinkage, and he would be a rather unusual creature if he did not give himself the full benefit of the doubt and shorten fully and completely enough to save himself. Thus a blind man can see that, big as are the elevator shrinkages, it is not all that the farmer is shortened. Could anything be more slovenly than the bill of lading which says so much grain has been received, more or less? It places the shipper absolutely at the mercy of the railroad and the elevator. You say he has recourse to the courts. But how? Suppose I ship a carload of wheat to New York, and it is made decidedly short. How should I proceed? The railroad says I can't sue here in Illinois because the grain was not delivered in this state. If I am a wise man, I'll certainly pocket my loss rather than take my case so far away as New York and entail upon myself the frightful expense of going thither a score of times to attend upon the case, delayed again and again by the shrewd lawyers in the railroad's employ. Doubtless the fear of such suits so universal in the public mind makes bolder those who report these shrinkages. I get very angry, and can with difficulty keep down cuss words, when I think of the big amount of grain which goes to surplus accounts of elevators. Why should there be a shrinkage at all? And who in the world is entitled to the surplus grain but the owners? Certainly the elevators are not owners merely because they have arbitrarily taken it. The same argument would make me rightful owner of your pocketbook after I had knocked you down and taken it from you. The evil clamors for redress. Farmers and others in convention denounce it. They should not stop with resolving; they should act. They should bring it into politics and vote only for men for state and national legislatures who will pledge themselves to correct the evil."

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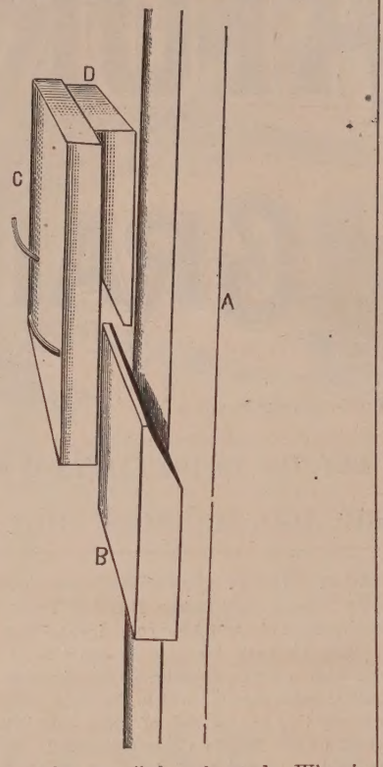
During the month of June Duluth received 705,693 bushels wheat, and shipped 1,418,141 bushels. For the corresponding month last year the receipts were only 165,168 bushels, and the shipments 716,097 bushels.

## A BAG HOLDER.

A miller at Sag Harbor, N. Y., sends the accompanying sketch to the *Farm and Fireside*, and says it is the best he ever used. "*A* is the stud or side of granary; *B* is a cleat with a bevel at the top, nailed to the stud; *C* is the holder, with ten penny wire nails to hold the bag; *D* is a cleat on the back of the board which holds the bag. This




cleat is the same as the one nailed on the stud. When in use, this cleat fits on the one on the stud. This holder can be used anywhere. I have five cleats in my mill, and only the one bag board."

## CHICAGO GRADES AND INSPECTION.

Shippers of wheat from Central Illinois to Chicago have publicly conplained of Chicago inspection. A writer over the signature of "Speculator" in the AMERICAN ELEVATOR AND GRAIN TRADE of June 15, attempts to defend Chicago against the imputations thus cast upon her inspection, by attacking that of Toledo. That is the usual way in defending a weak case. Our attention has just been called to the article. The author—as stated to us—stands high in the management of the Chicago Board of Trade, and his production is like much that emanates from that flatulent city. A just pride in one's own city is not always best illustrated by attacking neighboring cities. To our mind, it is not necessary to assume, as the article in question seems to do, that in the one city all is pure and of good report, and elsewhere naught but whited sepulchers.

The shippers referred to believe they have found their interest in trading with Toledo, and said so, and to a Chicago man that is "enough said." Let us reproduce some extracts from the article.

Here is one: "The inspection at Toledo is not compulsory, and is not controlled by the state, but by the Toledo Produce Exchange, which uses the inspection department to increase as much as possible the grain receipts of Toledo."

Comment.—The last paragraph is an unfair and untruthful aspersion upon our inspection system. There is not, on earth, a set of inspectors more upright and fair than those in our system, or where fewer mistakes occur. The Exchange insists upon a rigid performance according to the standard, and prohibits, and as much as possible prevents, outside influence from reaching the inspector in the performance of his duty. He does not know whose grain he is inspecting.

Again: "A large per cent. of fine milling wheat may have been shipped from Central Illinois to Toledo, but a larger per cent. was sent to Chicago."

Comment.—That is where you are badly left, Mr. "Speculator," and we appeal to the documents. It can be shown that Toledo received much the larger per cent. of the best wheat.

Last, but not least: "If the same quality of grain is graded higher at Toledo than at Chicago, it is the fault of the inspectors and not of the standard grades. It is more probable that the Toledo inspectors give Illinois wheat a higher grade than it is entitled to, than that the Chicago inspectors place it in a lower grade than it deserves. Toledo inspectors are directly interested in grading wheat which should go to other centers higher than it deserves, for by so doing the business of their employer is increased. By so doing they depreciate the value of all Toledo grades and compel the shipper who can ship to no other market without great inconvenience, to accept less than his wheat is worth."

Comment.—There is no deviation in our inspection. Illinois, Indiana, Ohio and Michigan wheat is inspected on the same tracks, and by different inspectors, by the same standards, and no state has concessions from those standards. As the presumptions in the first paragraphs are false, why these tears in the last one? Shippers far from, and near to Toledo, will be fairly dealt by. Please reserve your sympathy, Mr. "Speculator," for your Central Illinois friends. Chicago in a pretentious way secures a good deal of wheat of a grade that is not always in demand. Toledo is where sellers and buyers meet on terms mutually profitable, and what Toledo receives in one year need not necessarily be held for a market until the next year.—*Toledo Market Report.*

## CONTRARY REASONS FOR INDORSING THE BUTTERWORTH BILL.

To begin with, says *Bradstreet's*, the farmers are in favor of the Butterworth Bill, because by killing all speculation they (the farmers) think the price of wheat will be greatly advanced. Then the millers, who want cheap wheat, are indorsing this bill, because, in the opinion of the millers, it will have just the opposite effect that the farmers, the claimed allies of the millers, believe it will. It only remains to be added that if the bill passes and is enforced, either the farmers or the millers must find themselves woefully mistaken. The bill cannot well put wheat prices up and down at the same time. Inas much as the farmers and millers have each indorsed the "suppression of grain gambling" bill, but from radically opposed points of view, a conference between representatives of the two organizations, if accurately reported, would probably produce some very amusing reading matter. One gentleman at the Minneapolis convention, a Baltimore miller, had the temerity to tell his colleagues that "of course speculation in wheat has done a great deal of harm. The object of the miller is to get cheap wheat. He hasn't any love for the horny-handed son of toil; he wants cheap wheat, and with speculation out of the way wheat would drop to its natural level. The same will apply to any article of commerce. There is no question, though, that the indorsement of this convention would damage the Butterworth Bill, because the farmers would understand that all the millers wanted was cheap wheat, and if you eliminate speculation it makes cheap wheat." This was and is sense, but the bill was indorsed just the same, with only one dissenting voice. No less an authority among millers that Mr. Charles A. Pillsbury is on record in a letter in *Bradstreet's*, as elsewhere, that short selling speculative dealings on grain exchanges has been largely responsible for the low price of wheat for five years past. According to Mr. Pillsbury's view, the millers took action looking to an increase in the price of what to them is raw material.

## TOLEDO AS A WINTER WHEAT MARKET.

Once more we call attention to this market for winter wheat as compared with Chicago. We can show from statistics that our receipts from the last crop were of the highest qualities, and the poorer grades went to Chicago. Inspections prove this. Of course this was the wheat that was wanted for milling, and for mixing at the seaboard before being exported, and our arrivals were constantly in request for such purposes. We have about 100,000 bushels of No. 2 soft in store now, while Chicago has near 700,000 bushels, and no one seems to need it. Our prices day in and day out, from harvest time, for all grades, much exceeded Chicago prices. Toledo is the market for winter wheat, and dealers will please not forget it.—*Toledo Market Report.*

## MILWAUKEE'S BARLEY TRADE.

The *Sentinel* of Millwaukee says: Milwaukee is the greatest primary barley market in the world. This is not generally known, but it is a fact nevertheless, and within the next five years it is believed that it will be so far ahead of all other markets in this respect that they will be hopelessly in the rear. Chicago statisticians who count every pound of grain that passes through that city as grain received and hauled, will say that it is ahead of Milwaukee, but they are wrong. Barley that goes to the East by rail from this market is counted in the Chicago figures, which, of itself, is enough to spoil any c aim of the kind.

The prime reason why Milwaukee leads in this respect is simple. Its breweries, which consume millions of bushels of grain yearly, are the greatest in the country. In 1870 there was but little barley raised in Wisconsin, and the breweries, which were much smaller in those days, depended for their supply upon territory covering the entire Northwest. It was soon learned by farmers in the southeastern part of Wisconsin that their soil was particularly adapted to the growth of barley, and as there was always a ready market here at a good price, it was not long before nearly every farmer in Dodge, Washington, Fond du Lac, Jefferson, Rock, Calumet, Sheboygan, Racine, Milwaukee and portions of Winnebago and Walworth counties had in crops of this grain.

The sale of so much of the product in Milwaukee soon induced other shippers to send their crops here until the market became known far and wide—from Minnesota to Nebraska and Iowa, and even Illinois. Now there are no less than ten commission firms that make a specialty of the business.

All of the barley that comes to the city is not made into malt here, as many might suppose. On the other hand, about half of it goes East to be prepared, some of it being shipped to New York, Pennsylvania and other states by the malting companies, some of whom deal in both malt and barley. The reason for this is accounted for in the fact that the Milwaukee malsters, being in the market, can buy an article suitable and at good prices, and trade intelligently with Eastern custome s.

The malting capacity of the Milwaukee houses is about 3,000,000 bushels, while that of the breweries is estimated at 2,000,000. Chicago has not over 5,000,000.

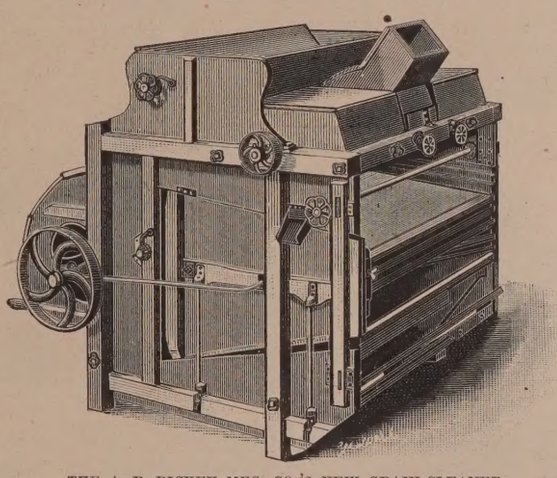
When the Pabst and Schlitz companies build their new malt houses, the capacity will be increased to about 7,000,000 bushels, and it is thought that the shipments of barley to the East will either diminish, or the receipts at this point increase in accordance with the demand. Mr. Helstein of the commission firm of Mohr, Zinkeisen & Co., said recently that the farmers in the western part of the state were going into barley raising more and more every year, and that there were many shipments to Milwaukee now from Mississippi points from Trempealeau county up. Last year, he said, quite a trade sprung up here in Dakota barley, and some was now being shipped in from Nebraska and Iowa.

## GRAIN EXPORTS VIA GALVESTON.

The distances from Wichita, Kan., to Chicago and Galveston are practically the same, and upon this fact hang consequences of the greatest concern to the whole Western territory, says the *Railway Register*. "It was seen that the enforcement of the Inter-State Commerce Act would drive traffic along the most direct routes to navigable water. The slack observance of the law allowed by the Inter-State Commission did not hasten the diversion of freight so much as it had been feared it would, but surely, though slowly, the process has been going forward. Last week the Atchison, Topeka & Santa Fe Railway sent a cargo of grain to Liverpool by the way of Galveston. The movement is very significant, and it would be worse than useless to attempt to underestimate its importance. The beginning having been made, more grain will follow the newly-marked route. And especially so as Galveston has promise of gaining greatly by the act of Congress in appropriating a sufficient sum of money to make a deep-water harbor there. A shipload of Western grain has gone over the bar at Galveston, even when half of it had to be lightered. The time is not distant, we may believe, when ocean-going vessels will be able to load and unload at the wharves of Galveston. Then the stream, of which last week's shipload is but the beginning, will become a torrent, pouring down over the railways and out at the harbor. Southern Kansas is as near the Gulf of Mexico as it is to Chicago; but when Kansas grain has been hauled to Chicago, it is still a thousand miles from tide water. This being the case, the Galves'on route will draw from South Dakota. The Atchison will work the Southern route for all there is in it. The Missouri, Kansas & Texas may find it to its interest to haul grain South. The Texas Panhandle, backed by the Union Pacific, will haul grain that way. All these factors must be taken into the estimate in the problem of export grain movements in future. If the trunk lines wish to retain this traffic they must make very heavy reductions in through rates, and even then the routes leading to the Gulf will cut heavily into their traffic from this time forward."

## A NEW GRAIN CLEANER.

We present herewith for the benefit of our readers the cut of a new grain cleaner recently invented by the A. P. Dickey Manufacturing Company that has created quite a sensation in the cleaner line and promises to be very popular, being an entirely new principle. It is generally conceded that there has not yet been invented a separator that will clean grain as well as the fanning mill. In this machine they have preserved the principles of the fan, while they have added the improved advantages of the dustless separator. So far as we have been able to learn, this is the only separator invented that has an over-blast fan and blows a strong current of air in front of the suction, assisting the suction to draw through the grain while it is in the air, and the wind from the fan is so regulated that it works in harmony and parallel with the sieves, thus helping them all the way down until the seeds are delivered to the screen. The two shoes shake alternately, the back end resting on rollers which give the shoe an upward as well as an end motion, preventing the clogging of sieves and screens. The shoes may be lowered or raised to any angle while separator is in motion. The machine is but 4 feet 1 inch from floor to top of hopper.



THE A. P. DICKEY MFG. CO.'S NEW GRAIN CLEANER.

The suction is regulated by valves so that more or less light seeds and shrunken grain may be taken out as desired. After the grain is relieved of the dust, it passes through the separator proper, which runs similar to the end shake mill. The sieves are independent of each other, so that one or three sieves can be used, and any one can be taken out to be cleaned without taking them all out. The grain is brought back to the upper end of screen, so that all the grain has to run the full length of same, which screens it much better. The entire work is performed in full view of the operator. The extreme depth of all machines is 5 feet 8 inches.

Parties interested who desire further particulars can no doubt get them by addressing this well-known and reliable house at Racine, Wis.

This year's winter wheat crop of Kansas is estimated at 22,473,220 bushels, from 1,605,230 acres. The acreage of spring wheat is 114,839 acres, which at eleven bushels to the acre would make the total wheat crop of the state 23,736,449 bushels. Oats will make three forty-thirds of an average crop, while corn is in good condition, though needing rain.—*Kansas City Star.*

## AN INSPECTOR TALKS ABOUT FLAX.

Flax Inspector S. H. Stevens of Chicago says that to protect a matured field of flax by placing in stack at the proper time is a te t of the acumen and thrift of the owner. It is the alert farmer who rises to a full comprehension of what the critical period of flax farming demands. His activity is stimulated by the knowledge that neglect or a slight delay in housing involves a depreciation in value, and that it might be the cause of the loss of his crop. The solubility of flaxseed in water is such that its exposure to rain, however slight, causes decreased weight and lessened value, while heavy and continued rains have frequently destroyed all that was left unprotected. Flaxseed that has been exposed in the field to the sun's rays until it is dry to brittleness still holds a latent moisture, which will develop when the seed is confined in mass, and result in heat and decomposition.

The above will explain to the country shipper why so much of his new seed grades "rejected" and "no grade." A wagonload of uncured seed—although dry to the touch—will when placed in a car or warehouse bin in warm weather become damp and warm. Flaxseed threshed when in the dry condition described above is liable to be much broken and pulverized; the stock will also break and be intermixed with the seed, thereby increasing the impurity.

In the inspection analysis of such broken and pulverized seed much must be classed as impurity, to the detriment of the shipper. The above being true, the waste at the threshing floor must be very large.

Look on the reverse side: Should rain fall on the flax exposed on the field while waiting for the machine or for other reasons, the straw becomes rotten, and great difficulty is encountered in threshing, and the seed is unfit for storage, and will not grade No. 1.

The reason why the Western cultivator of flax annually breaks down the flaxseed market by throwing thereon in sixty days one-half of the crop, and that largely unfit for storage, has been an unsolved problem, but the reason is found in that general but ruinous habit of threshing from the field—for to thresh is to sell.

Having described some of the attendant dangers of the matured flax crop, I will suggest how these dangers may be easily avoided.

Well dried flax when stacked is reasonably secure, and is in position to yield a good return for labor. The sweat incidental to stacking passes the seed to that indispensable condition necessary to storage. It also imparts a toughness to the seed covering and straw which protects the former from breakage by the machine and gives the latter a desirable pliant tenacity.

With the million acres of flax grown in the West held well in hand, by reason of being gathered in barns and stacks, the owners, in place of breaking down the market, might control it, or at least they would be in a position to take advantage of any advance.

The flax having been properly stacked, it becomes by easy transition, when threshing day comes, flax straw stacks, retaining at least one-half the value it had before being deprived of the seed.

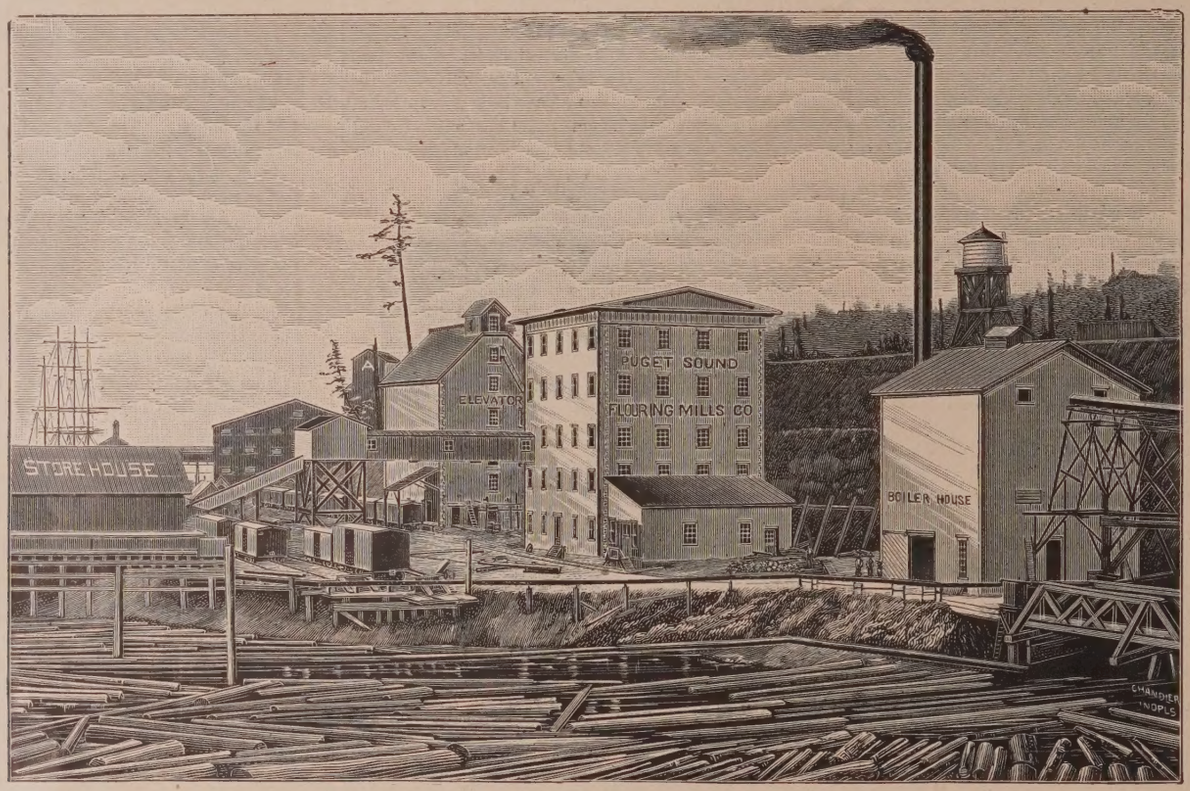
The coarse, uninviting flax straw is a true forage, as it is eaten with avidity and relish by all kinds of stock, giving a vigorous growth to the young, a hea'thy, thriving condition to the full-grown, and a shining coat to all, which is admirable proof that its constituents are in harmony with their organism.

But the above is the least of its value. It has impoverished the farmer's acres, but is prepared to repay with interest. It is estimated that each acre of flax grown takes from the soil fifty pounds of alkalies and twenty pounds of phosphoric acid, which shows that it is a most exhaustive plant. The seed, which is the only part removed from the farm, contains but a small portion of the mineral manures taken from the soil, therefore the flax straw retains nearly all the ingredients withdrawn. It is a natural sequence that when it is fed to stock and returned to the land in the form of farmyard manure, the equilibrium of its fertility is maintained.

An exchange says A. F. Neyhart, a Casselton, S. Dak., farmer, braced up agin Hutchinson, the elder, in a wheat deal on the Chicago Board of Trade, and came out $200,000 ahead.

## A PACIFIC COAST MILL AND ELEVATOR.

The milling fraternity on the Pacific coast are all discussing the newly erected mill of the Puget Sound Flour Mill Company, located at Tacoma, Wash , which has been making flour that is claimed to surpass that made in any mill in the West. Among a large lot of samples collected, none have equaled the flour made by the new mill in whiteness and admirable texture. We have the pleasure of placing before our readers an accurate engraving of this enterprise. The plant, including elevator, mill house, engine and boiler room, and thirteen warehouses, occupies a frontage on the bay of 800 feet. The cost of excavations, piling and rock work for the mill house cost $38,800. The entire cost of the plant ready to run will not fall short of $225,000. The mill house proper is 50x68 feet, and contains five floors, ranging in height from 13 to 15 feet each. The engine room adjoins the mill house, and is 24x48 feet. The boiler house is located 100 feet away, and is 36x40 feet in size and 44 feet high. One hundred feet away from the other end of the mill house is located an elevator, 40x72 feet and 74 feet high, holding 80,000 bushels of wheat. The elevator has a separate 35 horse power automatic engine. The power




ELEVATOR AND MILL AT TACOMA, WASH.

that drives the mill is a 24x48 Lane & Bodley Condensing Corliss Engine, mostly all nickel plated, and has an 18-foot flywheel, being altogether a handsome piece of mechanism.

Four boilers, each of 100-horse power, furnish the steam that drives this mammoth mill. In the mill house are used Nordyke & Marmon's Double Roller Mills (24 in all), 44 Nordyke & Marmon's Slow Speed Flour Dressers, 12 Smith Purifiers, 6 flour packers, 6 wheat cleaners, and a full line of dust collectors, bran dusters, scales, elevators, etc. The hangers, pedestals, pulleys, tighteners, and all bearings attract much attention for their beauty and special adaptation for flour mill work.

From the third story or packer floor is a covered runway by which barrels of flour are placed directly in the holds of vessels. There is also ample track facilities for bringing grain to the mill and carrying away such flour as is destined for domestic use. The Puget Sound Flour Mill Company is composed of W. S. Ladd, president; Theo. B. Wilcox, vice-president, and Chas. E. Ladd, secretary, and the mill is in charge of Chas. Dawson, who is well known as a former miller in several of the prominent Minneapolis mills. The mill was furnished, delivered and set up in operation by Nordyke & Marmon Company of Indianapolis, Ind., and it required 23 cars to transport the machinery in its long journey of some 3,000 miles.

## SMUT IN BARLEY AND OATS.

Of this disease Prof. James Ellis Humphrey of the Massachusetts Experiment Station says: "The parasite under consideration appears on the fruiting heads of the small grains, and when ripe presents only the mass of black spores characteristic of the smuts, which completely replaces the substance of the seed. The inclosing seed coats burst open, and the spores are carried in all directions by the wind, finding lodgment on the surrounding plants and soil. Although the smut spores ripen considerably earlier than does the grain in the sound heads, grain from a smutted field is sure to have them adhering to its surface and entangled in the tuft of hairs at its end, especially if smutted heads have been mixed with the sound ones in threshing. Unless they are present in very large numbers, they cannot be detected by the unaided eye. These spores remain unchanged during the winter, and are ready for germination with the seed when it is planted in the spring. Experiments have shown that the germinating tubes of the smut fungus can penetrate and infect the plants of grains only when they are very young seedlings, with very tender and easily penetrable tissues. Having once gained entrance to the interior of such a plant, however, the fungus grows with the plant, invading the new tissues as they are formed, and finally reaching its complete development by producing its reproductive bodies in the place of the destroyed reproductive bodies of its host. If the grain, with adhering smut spores, be fed to horses or cattle, the spores pass through the body and are voided unharmed. And not merely unharmed; their passage through the animal body seems to cause them to germinate more readily than before, and they produce in the manure heap tiny bodies which increase rapidly by a process of building similar to that of the yeast fungi. Thus a few spores may produce in a short time a multitude of these tiny buds, each of which can infect a grain seedling with the smut parasite. Since the infection of neighboring plants cannot be caused by a "smutty" plant, the problem of dealing with the present trouble is much simpler than similar problems concerning the numerous fungi which spread rapidly by summer spores. It is evident that it is useless to attempt to save a plant once attacked by smut; but the facts just stated concerning the fungus under discussion point to three lines of defense against its attacks: (1) The condition for the germination of the seed and the growth of the seedling should be as favorable as possible, in order that the period of susceptibility to infection may be made as short as possible. To this end well matured seed should be sown on well prepared and well drained soil in favorable "growing" weather. (2) Suitable commercial fertilizers should replace animal manures on fields to be sown to grain. This will eliminate from the problem an important complication. (3) The seed grain should be treated before being sown with a preparation which will kill the adhering spores with the least damage to the seed. The best for this purpose seems to be a one-half per cent. solution of sulphate of copper, prepared by dissolving it in water in the proportion of one pound to twenty-five gallons. The grain should be thoroughly wet with this solution, and allowed to soak in it for from twelve to twenty-four hours. It may then be spread out for a few hours till dry enough to be readily sown. This treatment is very efficacious and inexpensive.

## COMMON SENSE NEEDED.

Ignatius Donnelly was in the legislature two years ago and not a single bill that he offered ever became a law.

He took more of the time of the legislature in making blatant harangues, than any other four members, yet it all amounted to absolutely nothing. Not one of his visionary schemes would bear the test of careful and unbiased examination. Not one to-day would be considered for a moment by any sensible, practical body of law makers. Yet this man, impracticable and visionary as he has shown himself to be, to-day is haranguing the farmers all over the state with a lot of impracticable trash, and making them believe that through legislation they can turn the tide of wealth into their own pockets, almost without effort. The *Great West* is also putting out weekly the same kind of trash. It publishes weekly the statement that there is 20 cents a bushel clear net profit on every bushel of grain shipped to Liverpool from the Northwest, and attempts to prove it by a juggle of figures. Now take a rational view of the case. There are millions of capital in the United States invested in Government bonds that are drawing but from 3 per cent. to 4 per cent. annual interest. The shipment of wheat is as safe as any other mercantile business. There is little danger of loss. Does any sane man believe that the capitalists of this country are such fools as to stand off and allow the Washburns and Pillsburys, and a select few besides, to work this vast gold mine without competition? Would the railroads permit it? Would there not at once be formed a syndicate of capitalists who willy nilly would step in and divide the vast profit with the Minneapolis gentlemen? Apply a little ordinary common sense to the matter and the folly of the rant of such mountebanks as Donnelly and Fish will be apparent, even without proof. —*St. Paul Journal of Commerce.*

## RESOLVE AGAINST THE ELEVATOR SYSTEM.

The Fifth District Farmers' Alliance of Minnesota, met at Fergus Falls recently, and resolved against nearly everybody and everything. Of course the elevator and grain men received the usual amount of attention devoted to them by every meeting of unsuccessful farmers which is engineered by political agitators or other sowers of discontent.

Among other resolutions passed was one stating that, all forms of discriminations, including passes, transit rates and discrimination in terminal charges must cease. The humblest cit'zen must have the use of the tracks on the same terms as the most powerful. These rights are essential to the liberties of the people. We regard the elevator system as one of the chief obstructions to a free and open market of our grain, as well as a direct means by which the gambling in grain is made possible. We urgently recommend to the farmers of this state that they will use every practical means possible to ship their own grain to the markets of the world, either loading on track, or wherever possible and practicable operate and maintain co-operative private warehouses with our own men to take care of grain at terminal points. We denounce the proposition recommended by the Attorney-General and the Railway Commissioners, providing for condemnatory proceedings before building grain houses at the local stations, as an attempt virtually to license country grain houses. We favor the present law, which requires all railway companies to make connections with all grain houses regardless of size or number at all regular stations and demands its faithful enforcement. We maintain that the free shipment of grain from side tracks and the right to construct warehouses without regard to capacity contiguous to the railway tracks at all local stations, must be abridged. This is essential to an open market, and any attempt to limit their number or control them by either state or railway regulation limits the number of dealers, and therefore destroys a free market. The demand that the next legislature shall make a mileage schedule of grain rates based upon the rates now existing on the Chicago, Milwaukee & St. Paul Railroad between Graceville and Chicago. That option gambling on boards of trade should be abolished, and we ask the state legislature and Congress to pass such laws as shall make all such transactions a criminal offense.

## CANADIAN HAY FOR GLASGOW.

It appears, says the *North British Agriculturist*, that a demand for Canadian hay has sprung up in Glasgow, about nine or ten carloads of fine timothy being shipped on the steamer Sarmatian for Glasgow in nice large bales, and it is expected that more will follow. About two years ago a considerable quantity of Canadian hay found a good market in Scotland, and if the present inquiry continues it will prove an opportune opening for the disposition of our large surplus hay crop.

## INCREASED OAT EXPORTS.

The exporting of oats is a comparatively new departure in the disposition of the oat crop and one that it is expected will become a prominent feature in the oat market, that is if it becomes a permanent thing. The large increase in the oat exports noted recently in the present magnitude of the business has given rise to much comment, especially on "'Change," and has caused many to seriously consider its future. Several men prominent in grain circles in this city have entered into the new business in earnest, and there is every reason to believe have met with substantial encouragement. The bulk of the shipping is being done from New York. Boston, however, is coming in for a large share of the business. The first shipments of oats, which were made by way of an experiment several years ago, were a No. 2 mixed grade, but very little encouragement was received to induce a continuance of the business. Later, that is within a year's time, a good market was found in Great Britain for No. 2 white oats. When the grain had become fairly established in the market, efforts were successfully made to introduce clipped oats. With what success can be determined when it is known that a large part of the shipments from New York are made up of this grade of oats. There does not appear to be any specially assigned cause for this most desirable feature of the oat market. No doubt it is somewhat due to the partial failure of the Black Sea crop. That American oats are meeting with favor in foreign countries goes without saying. Heretofore the West had to depend solely upon the East to consume the vast surplus of oats which was annually produced. Now that this increased foreign outlet has been found, it will rid the market of this surplus,—*Boston Advertiser*.

## GRINDING CORN IN MEXICO.

Of course there are mills in Mexico, but grinding corn for *tortillas* is still just as much a household occupation as washing clothes or cooking. For this purpose a *metate* is used; and the women folks are the millers, just as they were in Bible times. The woman at the mill takes a handful of corn, wets it, puts it upon the *metate*, which is of stone and looks like a washboard on legs, takes the grinder in the other hand, and proceeds to pulverize the grain, rubbing it up and down the *metate* until it is of the proper consistency. The *metate* is a part of the household furniture of every house, both in Mexico and Central America. It was in use when the Spaniards first landed; and Heaven only knows how many hundred years have elapsed since it was first introduced by some Aztec Oliver Evans.

GRINDING CORN IN MEXICO.

## THE RICE CROP.

In view of the fact that the United States is this year largely dependent on the foreign rice to supply the deficiencies in its own crop, the quantity and quality of the Eastern crops and tendencies of the markets abroad are of more interest than for several years past. Messrs. Dan Talmage's Sons, in their circular of the 14th ult., state:

The rice crop throughout the world is short, and some sections which have hitherto exported largely are importing to supply their own wants. The diversion of rice from one producing section to another has greatly diminished the supply of the world at large. Stocks in English, Continental and American markets are far short of the previous year. The crop of the United States is practically exhausted at all primary and milling centers, and they will have to buy foreign to some considerable extent to supply their wants until new can be reached. In view of the great shortage, values are already enhanced, and further and radical advances are anticipated, especially in the better grades, such as are up to the standard requirements of the markets of this country.

## PRODUCTION OF HEMP AND FLAX.

Mr. F. D. Curtis, in a recent article in *Country Gentleman*, says: "Our manufacturers are importing yearly millions of dollars' worth of manilla or jute, hemp and flax in some form or other. We can grow the hemp, which can be made to fill the most important demand for the coarser textile material. The same is true of flax. Neither of these crops should be grown on a farm as an independent crop, but in connection with animals. They should also be made a part of crop rotation, and then they would not be so exhausting to the land as when there was no compensating ration. The farmer who undertakes the growing of either hemp or flax should put in this crop on a clover sod. The clover would fit the land for it by affording the required fertility in the cheapest and best form.

"I know it is easier, so far as mental effort is concerned, to follow in the well-defined footsteps of his fathers, rather than to change plans or system to conform to new demands, tastes or conditions. The farmer who is hedged about with time-honored ways will keep on producing crops already in excess of demands, and as a matter of course be at the bottom of his profession. There has been prejudice against flax growing on account of the exhaustive character of the crop by the production of its seed. There is no doubt of this; but with a close rotation with clover, the latter crop will provide the greater portion of the nitrogen required. By the growing on the farm of colts, sheep, calves or pigs, and the judicious use of nitrogenous foods, flaxseed meal, bran, cottonseed meal, oats and peas, an addition may be made to the elements of fertility required for successful flax growing. Of course no farmer can continue to grow flax year after year on the same land with no return of plant food without rapid exhaustion. Hemp is not as exhaustive as flax. It does not produce anything like the amount of seed. The stalks are lighter in proportion to the bulk; the growth is much larger, the stalks reaching up to six and eight feet, and even higher. Mr. E. A. Hartshorn, the manager of the cable mills at Schaghticoke, N. Y., is of the opinion that a crop of hemp is about as exhaustive as a crop of corn would be on the same land. There would be no difficulty, then, in growing hemp with clover and rye and clover rotation, the hemp following the clover. The rye should be fed out on the farm to the growing animals, mixed with bran and linseed meal. The hemp and flax grower should rely on his rye to take the place of corn. The rye straw can be sold as a remunerative crop.

"An objection has existed to the growing of both flax and hemp on account of the great expense of breaking it to get rid of the woody part, so as to put it into a reduced bulk for better and cheaper transportation. This objection is now done away with, as Mr. Hartshorn has invented a machine which can be made to break both flax and hemp at very little cost. The machine is run by steam, and can be moved from place to place. The report on textile fabrics to be issued soon by the Department of Agriculture will contain cuts and a description of this machine, which is pronounced the most complete in the world.

"Near Greenwich, N. Y., and Salem, N. Y., a large area will be planted this year with hemp. The seed is furnished to the farmers, and if they have a good paying crop, they pay for it, and if they do not, the seed costs them nothing. About 2,000 acres in this vicinity will be thus planted this year. Hemp has been grown in Kentucky for a number of years with the old appliances."

## HOLDING BILLS OF LADING.

Some people in the country, says the Chicago *Tribune*, seem to think that the bill of lading issued against shipments of grain to this city is to be held by them as a receipt for the property. They do not send it in, and the consequence is a great deal of trouble in handling the stuff on arrival. The commission merchant has to guarantee ownership in order to get pay for the property, and in some cases the extra trouble of transfer has involved the payment of demurrage which otherwise would not have been incurred.

## CROP AVERAGES EXPLAINED.

Recently we carefully explained the method in which the Department of Agriculture obtains its reports relative to the area, conditions, etc., of crops, and also the method of consolidating these reports to obtain state and national averages of area or conditions, or both. The reports are made in the form of percentages, 100 being the standard. This standard, which applied to area, is usually taken in comparison with the area of the previous year. When applied to condition, 100 represents perfect healthfulness, exemption from injury from insects or drouth, with an average growth and development, and in reporting upon condition, and in obtaining state or national averages of condition, due regard is always paid to the area in each division covered by the percentages. "Percentage of full condition, vitality and growth" has no direct reference whatever to an average crop, nor yet to the total crop of any year, which clearly involves the additional question of acreage; but from an intelligent analysis of the percentages of condition, the probable average yield per acre can be closely foreshadowed, and this factor, applied to reported areas, will (if the percentages and area be correct) indicate the volume of the crop very closely months in advance of the government's final report. Numerous inquiries have been made as to how this can be done, and in reply, and without condemning other processes, we will explain our method, which seems the only logical one, and has certainly stood the test well. In the light of average percentages of condition at harvest, and the resulting average yield obtained, during a series of years, the percentages of condition shown by the monthly crop reports are capable of immediate interpretation in bushels per acre—that is to say, from a given percentage of condition the outlook is for an average yield of so many bushels per acre, and this yield will be attained if the conditions remain the same till harvest. In other words, the standard of 100 in condition has a pretty definite equivalent meaning in bushels per acre. This equivalent meaning discovered, any percentage of condition has a readily interpretable proportionate value. The equivalent of 100 in condition, or any part thereof, expressed in bushels, does not mean the same one year with another; on the contrary there being quite wide fluctuations, owing to the varying character of the seasons, the varying fertility and the continual shifting, expansion or contraction of our immense wheat area. Instead, therefore, of selecting any one year as a standard, the averages of a series of years should be taken, thus equalizing the disturbing elements referred to. The following table shows the average condition at harvest, the resulting average yield per acre, and the equivalent meaning in bushels of 100 in condition of winter and spring wheat separately for the past five years:

WINTER WHEAT.

| Year. | Harvest Condition. | Av'g yield, bushels. | 100 condition means, bush. |
|---|---|---|---|
| 1885 | 66. | 9 6 | 14.55 |
| 1886 | 90.8 | 12.3 | 13.55 |
| 1887 | 84. | 12.1 | 14 4 |
| 1888 | 77.4 | 11.6 | 15. |
| 1889 | 89.4 | 13.1 | 14.65 |
| Average five years | 81.5 | 11.74 | 14.43 |

SPRING WHEAT.

| | | | |
|---|---|---|---|
| 1885 | 86.5 | 12.1 | 14. |
| 1886 | 84. | 12.6 | 15. |
| 1887 | 78.1 | 12.2 | 15 62 |
| 1888 | 77.2 | 10.3 | 13.34 |
| 1889 | 83.8 | 12.4 | 14.8 |
| Average five years | 81.9 | 11.9 | 14.55 |

A ten years' average of condition of winter wheat on July 1, and of spring wheat on Sept. 1, gives almost identical results, but the averages at actual harvest are preferable, and these have been given by the government for winter and spring separately only for the past five years.

We thus find that the approximate quantitative meaning of 100 in condition is an average yield per acre of 14.4 bushels for winter and 14 5 bushels for spring wheat. This being ascertained, the expectancy in bushels of any percentage of condition is readily calculated at any time Thus, a condition of 80 would indicate 11.5 bushels for winter, and 11.6 bushels per acre of spring wheat, and so on. Applying the indicated average yield to the acreage, the present outlook for the volume of crop is easily obtained.

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The warehousemen of Sanger, Fresno county, Cal., encourage bull snakes to roam about their grain stacks, as they kill so many rats and mice. They should also encourage "bulls" to roam about damaged grain, then they will be more active in killing off the "bears."

## TWO METHODS OF LACING BELTS.

A correspondent sends the *Sawmill Gazette* the following: I have found great difficulty in keeping the lacings in belts running over small pulleys until I hit upon the plan shown in cut (*Fig.* 1) To lace a belt in the usual way of over and over, the belt making so short a curve going over the pulley causes the lacings to slip in the hole, this being done so quick and so often that the friction burns the lacing so that it breaks easily; but I lace a belt by beginning at the center of belt with one end of the lace passing from the under side up through between ends of belt, and down through hole opposite; then up between ends and down through as before, finishing in the center, where I fasten the end. This forms a sort of a hinge

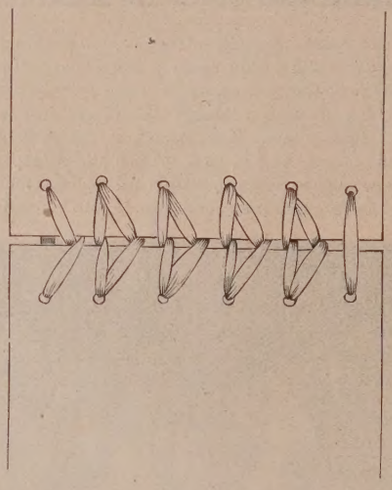

FIG. 1.

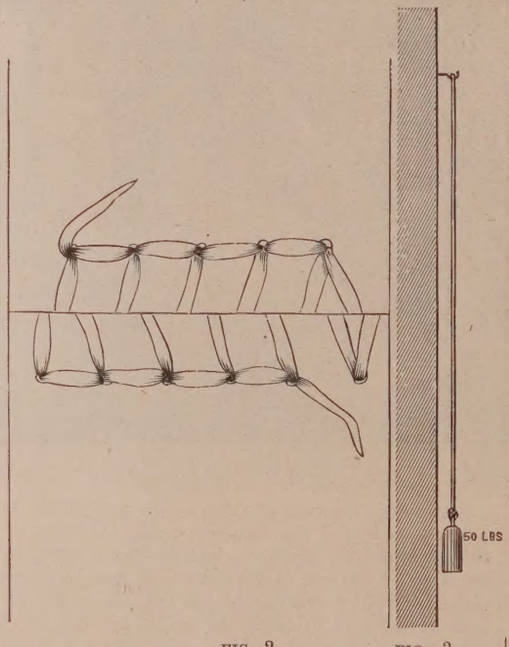


FIG 2 FIG. 3.

joint that will not slip or break off, and works well on planers and all machinery running at high speed.

G. W. Dallas writes to the same paper as follows: I have tried all ways of lacing, and the accompanying engravings show the method which I think gives the greatest satisfaction, and which is universal here. We use principally wood pulleys, and cannot hook or rivet our belts on account of the wear and tear of our pulleys. *Fig.* 2 represents a six-inch belt. For your readers to better understand, I will give you the directions for punching and lacing. Lay off the holes one inch from end of belt, and one inch from centers, and on the opposite end punch between, at the same distance from end; this makes one end of belt have one more hole, which is necessary so as to bring them flush on the sides. Start to lace from the center on the side which has the odd hole at the end, getting the ends of the lacing even. Interlace through holes the full width of belt, to keep from pulling out. Use No. 10 punch, lacing five eighths inch wide. Stretch the laces five hours before using, by hanging on the wall by a hook, as shown in *Fig.* 3, with a weight of fifty pounds on the end.

## GRAIN SHIPMENTS VIA KINGSTON AND OGDENSBURG.

Advices from Ottawa state that Mr. Wm. Stewart, general manager of the Kingston and Montreal Forwarding Company, had an interview with Mr. Trudeau, deputy minister of railways and canals, in reference to tolls upon grain bound for Montreal but stored for a time in the elevators at Ogdensburg. It appears that Mr. Stewart's company find it convenient to bring their grain cargoes from Duluth, Port Arthur, Chicago and other ports on the upper lakes in large vessels to Ogdensburg instead of transshipping into smaller barges at Kingston, as was formerly the practice. There are no storage elevators at Kingston, and the large lake vessels cannot pass through the St. Lawrence Canal. As Ogdensburg has elevator storage for one and a half million bushels, and as it is nearer Montreal than Kingston, the company desire to stock their grain cargoes there pending the arrival of ocean steamships at Montreal, when the grain can be quickly transported down the river in their own barges. The government regulations with respect to canal tolls stipulate that tolls paid upon grain bound for Montreal shall be refunded when the grain reaches Montreal, but it is claimed by the department that this regulation does not apply to grain transshipped or stored for a time at Ogdensburg, an American port. The company contended that the fact of their using Ogdensburg as a storage place or point of transshipment should not deprive them of the refund On the other hand, there is danger that the American Government may regard the refusal by the government of the privilege asked by the forwarding company as an unjust discrimination against American ports. At present the grain is transshipped by floating elevators at Kingston, and taken to Montreal in barges, where the forwarding companies have to hold it in these barges sometimes for from ten to twenty days awaiting the ocean vessels, there being no elevators at Montreal which deliver direct to the ocean vessels. The rate on grain bound for Montreal and transshipped at Ogdensburg is the same as via Kingston, with free storage thrown in. Another advantage the Western shippers find in storing their grain at Ogdensburg is the option they have of forwarding it either to Montreal by water or to the New England states by rail, according to where they find the best demand.

## DUTY ON BARLEY.

The New York *Herald* publishes some interviews with business men in Oswego and Syracuse touching the proposed duty on barley—30 cents per bushel in the McKinley Bill, reduced to 25 cents by the Senate Committee on Finance. Mr. Thomas Gordon says: "The duty of 25 cents a bushel on Canadian barley, as proposed by the so-called McKinley Bill, means the ruin of my business, and not mine alone, but the business of the elevator men engaged in the importation of barley in this city and at Ogdensburg, Fair Haven, Great Sodus, and Charlotte, on the south shore of Lake Ontario." Mr. Robert Donney, an elevator owner at Oswego, bears testimony in a similar strain, saying: "If this McKinley Bill becomes a law, that big elevator of ours down on the river, in which we have over a quarter of a million dollars invested, will be practically useless. An increase of the tariff on barley from 10 to 25 cents a bushel means prohibition and the loss of millions of dollars to Oswego business men." Mr. E. B. Mott says that his malt house will be closed the moment that the McKinley Bill becomes a law.

## FOG THAT DESTROYS GRAIN.

A grain crop destroyed by fog is a phenomenon with which we are not familiar in the United States, but according to Consul-General Sanderson it is not uncommon in Roumania, Europe, where it is suppose to have made a difference of 30 per cent. in the yield of the wheat crop last year in some districts. These fogs, he says, are particularly disastrous if they come on when the grain is soft and milky. They are impregnated with salt, and if followed, as they usually are, by hot sunshine, the grain is shriveled up, and the straw is blackened. Whole crops have been destroyed in this way in the course of twenty-four hours. A plan adopted to mitigate the mischief is for two men to draw a long cord so as to sweep the ears of wheat as they walk along, thus removing some of the moisture, but this, to be of any use, must be done before the sun has come out at all powerfully.

# Queries and Replies.

Questions and answers are inserted under this head free of charge, and all are invited to avail themselves of this column.

*No. 21. Rosin on Belts.*—We are slightly troubled with our belts slipping in starting our machinery. We have been using rosin as a preventive, but it does not work very well. We would like very much to have the readers of the AMERICAN ELEVATOR AND GRAIN TRADE give their opinions as to the use of rosin on belts, and give us a substitute.—SUBSCRIBER.

*No. 22. Crank vs. Belt.*—In reply to J. A. K. in the June issue of the AMERICAN ELEVATOR AND GRAIN TRADE, would say that experience has convinced me that no power will be lost in transmitting it from the engine to the line shaft by a crank, but if transmitted by a belt considerable power will be lost by the slipping of the belt. However, the belt is more convenient and preferable.—S. J. WISE.

*No. 23. Rule to Find Size of Shaft.*—In reply to "Reader" in Queries and Replies, would say the best rule to find the proper size of shaft to drive the machine would be to multiply the revolutions wanted, 700, by the diameter of the pulley on the machine, which is eight inches; that would give 5,600 as the result. Dividing this by the number of revolutions of the shaft on hand, namely, 270, will give the size of pulley necessary to produce 700 revolutions, namely, 20 20-27 diameter. This is easily proven by multiplying 270 by 20 20-27, and dividing it by 700, which will give 8, showing that our figures are correct.—H. W. CALDWELL & SON, Chicago, Ill.

*No. 24. Depositing Wheat in Elevator.*—If grain is stored in an elevator in Illinois without any agreement as to who shall assume the risk for its loss by fire or water, and the upper part of the elevator is burned, the grain badly damaged by water, who must bear the loss—the elevator man or the owner of the grain? Is the law the same in all of the Western states? In the case I have in mind there was no agreement between the elevator man and the farmer, either as to storage or risk, except that the farmer said he desired to hold the grain in store until the market advanced, and would make it all right with the elevator man for allowing the grain to remain in store. —S. J. DAVIS.

## AMERICAN CORN IN EUROPE.

Arthur C. Laton, a large grain shipper of New Orleans, has just returned from a visit to England, Germany, Belgium and France, to which countries he went for the purpose of ascertaining the best methods to be adopted for extending the use of American corn in Europe.

"It is an astonishing thing," said Mr. Laton, "to see so many persons living on cheap food, and continually seeking for something cheaper, and yet refusing to make use of our corn, which is about the cheapest food product, when its nutritious qualities are taken into consideration, that is known in the world. Among the poorer classes, especially those of England and Germany, the food question is always one of paramount importance, and they seek for cheap food with an eagerness of which our laboring classes can form no conception. What we would regard as an insignificant difference in price the Europeans look upon as a matter of the greatest moment, and they watch the markets with what strikes an American as pathetic attention. The workmen as a general thing are by no means penniless, the majority having a neat sum in bank, and they are not driven to the system of purchases in very small quantities, which is the bane of the poorer class in this country. But they are ever on the alert to save 5 cents in the price of their food, and whenever the market is low, the purchases by the workingmen are heavy. Knowing the condition of affairs, several shippers have been endeavoring for years to introduce our Indian corn into Europe. We have met with great opposition, both from foreign governments and from the farmers. Our wheat has half ruined the English farmers, and our meat has done almost as much to hurt them. The history of American pork in Germany is well known, while in France, a country of small landed properties, every effort has been made to keep out American agricultural products. The cry of disease has greatly hampered our meat trade, but no such scare can be gotten up in reference to corn, and the necessity that exists for the introduction of our corn and the avidity with which it would be received by the poorer classes, is proven by the anxiety manifested by the farmers and their legislative representatives to discourage its use as a food for man. In this is to be found the reason why our corn which is admirably suited for the purpose of a cheap food has heretofore made so little headway in Europe. A strong prejudice was excited against our corn, and the poorest people would pay a higher price for an inferior article. Our citizens have manifested a strange indifference to the field that has long been open to them, and the consequence has been that we have been burning corn that Europeans are in great need of.

"I am convinced that this state of affairs is now nearing its end. The Paris Exposition, with its free American corn kitchen, gave us a great lift, as has been proved by the demand that has arisen for our corn. The people ate our corn bread, tried our cornmeal in its various forms, and thousands were convinced of its value. The consequence is that during the present year we have shipped more than 80 per cent. more corn abroad than ever before during a corresponding period. These figures would fail of their full significance if they were not explained. In former years almost all the corn sent abroad was used for fodder, and when horse and cattle feed was low abroad there was no market for us. The increase means that that much more corn was used for food for workingmen's families, and this is only the entering wedge. I spent several months in the poorer quarters of the European cities, towns and villages, and believe that I did a great deal to help break the prejudice against corn. The work, I found, was half done, as thousands of families are now using corn that never did so before. When a fair commencement is made, the general adoption of so good a food is sure to follow. This means a great deal to the farmers, and to the New Orleans shippers. From its location, and its rail and river facilities, this city cannot fail to be the great corn shipping place of the country. Europe can take up all our surplus products, and within three years those who have investigated the situation believe that it will do so. This means a general revival throughout the corn belt and a great addition to the export trade."

## CALIFORNIA BARLEY SUPPLY.

In reviewing the barley trade the San Francisco *Commercial News* says: Several samples of new have been received during the week, and, with one exception, tended to confirm the expectation that the weight, color and general condition would be above the average. The exception was afforded by the San Joaquin, but was entirely unlike other specimens from that section, being quite of the shoe-peg order, and not at all attractive, as demonstrated by bids.

Estimating the average monthly consumption of barley in the state at 20,000 tons, the crop of 1888-'89 amounted to 244,746 tons, exports for that season being 65,463 tons The crop of 1889-'90 may be placed at 203,674 tons, exports for that season to June 1, 1890, amounting to 47,389 tons, an appreciable falling off compared with the movement during the same period of the preceding season. Conservative estimates place the limit of the present crop one-fourth less than that of last year, which would make it about 153,000 tons, making with 50,222 tons carried over, 203,102 tons available for all purposes up to June 1, 1891. Putting the consumption per month at the very low limit of 15,000 tons to provide against possible falling off on account of higher prices, and 180,000 tons are thus provided for, leaving but 23,102 tons for export, and not a pound to carry over into the following season. As the weight and color are generally fine, it is likely that exports will be large, unless restrained by exorbitant prices However, it may be figured, comparison with the two seasons nearest at hand, the statistical position of the present season is one which should enable the grower to look with more complacency upon recent losses from overproduction and low prices.

Farmers in the eastern part of Anoka county, Minn., report that a black worm, about one inch long and as large as an ordinary lead pencil, is playing havoc with the growing corn. After eating the blades off, the worm crawls back into the ground, but its reappearance has been frequent enough to make the destruction complete in certain localities.

## CALIFORNIA GRAIN BAG TRADE.

In former years, long before the middle of June, we were accustomed to read in the Trade Almanac, "Look out for a boom in wheat bags about these days, owing to insufficient supplies and an advance in the Calcutta market." We presume Ring & Co. are still in the almanac business, but in the chronicle of important events, past, present and predicted, we have failed to discover any citation concerning the need of laying up bags for the approaching harvest ere the flood tide of prices carry values beyond reach. Yet if only one-half of the outline of the present situation be true, the shrewd speculator might have been able to have made a good turn for himself in the wheat bag trade. The conditions for many years have seemingly favored these corners in wheat bags, but somehow they have never quite come up to the expectation of those whose aid has been solicited and secured to make them a success. There have always been one or more weak points which have never been so completely covered as to be secure against a leak on the one hand or an attack on the other.

There have been only three sail vessels with bags and bagging from Calcutta this year. There have been some consignments by steamer. No more bags are expected by sail this year. The carry-over stock from last year is estimated at 21,000,000. It is claimed that the imports of bags, bagging and jute have been equal to about only 11,000,000 wheat bags, thus giving us a total supply of 32,000,000 bags for the season. It is estimated that California, Oregon and Washington will need from 32,000,000 to 34,000,000 bags. California alone is put down for a consumption of 23,000,000, as follows:

| | |
|---|---|
| For sacking wheat | 16,000,000 |
| For sacking barley | 5,000,000 |
| For sacking oats, corn, beans, etc. | 2,000,000 |
| Oregon and Washington | 10,000,000 |

Calcutta wheat bags are now held by importers at 7 cents, the highest price demanded thus far this season. At this time last year the price was 8 cents. Warden McComb of the San Quentin state prison reports an active demand for state factory made at 6½ cents, with stock all sold right up to the machines, and orders waiting to take all that can be made up to July 20. Last year at this time the state factory was selling at 7½ cents. The idea of utilizing prison labor in this direction was to give farmers protection against the exactions of private dealers. The quantity made at the prison is but a small proportion of the number used and therefore the effect of such manufacture on values is of little account. The state officials sell only to consumers, and it is presumed they limit the quantity each consumer shall receive, for without the exercise of such discrimination, two or three large wheat raisers who are abundantly able to pay current market prices for their bags would get the entire product of the state factory, and thus defeat the very object for which that factory was started, namely, the furnishing of small and poor farmers with bags at minimum prices.

Wheat bag importers appear to be in a happy frame of mind over this year's prospect. At present there is believed to be a good profit in store for them, while at present prices in the Calcutta market they affirm that bags cannot be laid down here to their injury. The appreciation in the value of silver incident to the agitation and action in Congress has caused a considerable advance in Indian exchange, and this of course adds to the price of bags in the primary market. Rupee exchange is now 1s. 7d , an advance of 12 per cent. over the price a few weeks ago. Importers feel confident in their ability to hold the market at 7 cents, though the state factory has been and is selling at 6½ cents. But the effect from that source is now fully known, and in fact has been discounted for some time. The only disturbing element in the situation is the harvest. If the cereal crops in this state, Oregon and Washington yield the quantities now expected, all the grain bags will be needed, with nothing left for carry-over stock. It requires 15,000,000 bags to sack 1,000,000 tons wheat. However, we do not think farmers have had much cause for complaint about the cost of bags of late years. Many of them can remember when they paid double the present rates without grumbling. Three bags will sack 400 pounds of wheat, and even at 8 cents apiece the cost is only 6 cents per cental, or $1.20 per ton.—*San Francisco Bulletin.*

An insect is ravaging wheat and rye beards in parts of New Jersey, and farmers will sell greater parts of their crops as straw.

# COMMUNICATED

[We invite correspondence from every one in any way interested in the grain trade, on all topics connected therewith. We wish to see a general exchange of opinion on all subjects which pertain to the interests of the trade at large, or any branch of it.]

### A WELCOME VISITOR.

*Editor American Elevator and Grain Trade:*—Please find inclosed $1 for the AMERICAN ELEVATOR AND GRAIN TRADE. It has become a welcome visitor to me; I could not get along without it.

Yours truly, MICHAEL COLLINS.

Peotone, Ill.

### TWO ELEVATORS WRECKED.

*Editor American Elevator and Grain Trade:*—The grain house of L. F. Ingersoll & Co. was picked up by a hurricane the night of June 16 and let down on the telegraph wires eighty feet distant. It was demolished. The grain house and office of Greenleaf & Baker was also wrecked.

Yours truly, J. A. CHURCH.

Marion, Kan.

### FROM MANITOBA.

*Editor American Elevator and Grain Trade:*—As for the prospects for the wheat crop in Southern Manitoba, I do not think there will be much more than half a crop. Morden, Mimia, and Mennonite Reserves have scarcely any crop. We are busy building a flour and oatmeal mill at Pilot Mound for R. Whitelaw of Woodstock, Ont. The merchants are giving Mr. Whitelaw $1,500 as a bonus. The flour mill is to be 36x40 feet; the oatmeal mill 24x24 feet; kiln 22x22 feet, and the engine house 22x24 feet. It is to be in running order in September.

Yours truly, MCDONNELL & BAND.

St. Leon, Man.

### THE BOARD AND THE ELEVATOR MEN.

*Editor American Elevator and Grain Trade:*—The controversy between the Chicago Board of Trade and the elevators is becoming interesting, and in this case the sympathies of the country are with the Board, as any increase in storage charges simply makes a decrease in the amount received by the farmer for his grain. If first storage is increased one-fourth of a cent, the countryman's pocketbook is depleted to that extent on every bushel of grain he sells, unless it can be shown that the purchaser will be willing to pay the extra amount, which is exceedingly doubtful.

The country shippers and the legitimate receivers of the Board are having a hard time with the option dealers favoring stringent inspection, the standard of merchantable or speculative grades so high that the elevator men can realize much more than their regular elevator charges. As purchasers of grain, as well as warehousemen, they can select the better samples of all grades, and by mixing make samples that pass into higher grades at other markets, thus realizing far more profit than by regular storage and commissions. A shipper last year bought 300 cars of No. 3 corn in elevators and shipped it to New York; 210 cars graded No. 2, 75 cars steamer, and 15 cars No. 3 in New York.

Shippers say that at all times the select samples of Chicago No. 3 corn (as well as wheat) graded No. 2 in New York, and whether they do or not, any one can see that it is an easy matter for elevator men to run the better samples into select bins, and to draw from these bins to satisfy receipts which they have purchased—outsiders taking the poorer.

With an average reduction of three to five bushels on every car (to indemnify them against shrinkage and waste), with a chance to gain a grade by selection and mixing, and three-fourths of a cent per bushel besides, it would seem as though the elevator men ought to be able to afford white bread at each meal, with butter on each side if they desire.

With the inspection in their favor the elevator purchasers are fast "getting away" with the legitimate receivers of actual grain. The option business is covering receivers out of sight, actual grain is avoiding Chicago as much as possible, the whine is heard throughout the land that the railroads are discriminating against Chicago, and of that which reaches Chicago only some 40 per cent. goes into elevators at all.

To a "man up a tree" it would seem to be the wise thing for the elevator men to make the first storage nominal, say one-fourth cent per bushel (a country elevator can handle grain at this rate, and, with enough to do, make money), then make the carrying charges enough to pay, well, say one-half cent for each ten days. Then if the inspection was placed on a just and equitable basis, the amount passed into store would be doubled, and the elevators make more money, though it would seem that they are paying pretty well, or syndicates would not be paying several hundred per cent. advance on cost for them.

In the meantime I quote, "What are we going to do about it?"

Yours, S K. MARSTON.

Onarga, Ill.

### CHANGE AT TOPEKA.

*Editor American Elevator and Grain Trade:*—On July 1, 1890, Mr. T. Dwight Thacher, by lease of our property, became proprietor of the Capitol Elevator, and will do business under the name of the Capitol Elevator, T. Dwight Thacher, lessee.

Mr. Thacher is one of the original corporators and stockholders of our company, and has for several years past been its president. He is a well-known capitalist and business man of Topeka, and has been prominenlly identified with the history of Kansas for more than thirty years past. He will devote his personal attention and supeevision to the business.

Mr. Thomas C. Dick, who for several years has been connected with the elevator company in various responsible positions, will remain with the new management and contribute his valuable services to the enterprise.

We bespeak for the new management the confidence and good-will of our correspondents, confident that they will find the business conducted upon those principles of integrity and liberality which, we trust, have characterized the career of,

Yours truly, THE CAPITOL ELEVATOR COMPANY.

North Topeka, Kan.

### COUNTRY MALT HOUSES.

*Editor American Elevator and Grain Trade:*—The methods of conducting business of all kinds are constantly undergoing changes and adjusting themselves to new conditions which arise. Competition in all lines is so close and sharp that success can be attained only by exercising the most untiring vigilance. The strictest economy in expenses must be practiced, permitting no leaks, and the most improved methods used. These remarks apply especially to the barley trade of Wisconsin, and to a lesser extent to the same trade in Minnesota and Iowa. The cleaning machine which gives a poor separation must be discarded. The shipper whose judgment is defective in buying the barley from the farmer, or in grading it out of his elevator to samples by which he has made sales, had better quit the business. It is another practical demonstration of the theory of the "survival of the fittest."

We are now confronted with a new condition. Country malt houses are being built at a number of points in the barley-producing section of the state. They are projected or owned by the most successful shippers of barley. I believe they exercise good judgment, and will prove to be the pioneers in a most successful industry. The advantages in their favor are many, as compared with similar business at terminal city points, and especially as compared with like business in the Eastern and Middle states. The cost of ground for the location of a malt house in a country town is a merely nominal sum, while in a city it goes by the front foot, and a fair-sized fortune is invested before the foundation is started. Labor is fifty per cent. higher in cities than in country towns, and very properly so, where the extra cost of living is considered. A broker almost invariably gets a commission on each bushel of barley bought by the city malster. Cheaper labor, less cost of plant, and the saving of a broker's commission then is the advantage possessed by the country malster over one located in such cities as Milwaukee and Chicago.

But the great advantage is in comparison with an Eastern location. Barley is usually sold for the shipper by a commission merchant in Milwaukee or Chicago. It is bought of the commission merchant by a shipper or broker in Milwaukee or Chicago, and forwarded East, passing through the hands of another broker before reaching the Eastern malster. There are therefore three commissions and two switching charges intervening between the country shipper and the Eastern malster.

Barley and malt take the same rate of freight, but the Eastern malster in getting his barley from the Northwest pays freight on a bushel of forty-eight pounds, while the Western malster in shipping his malt pays only upon thirty-four pounds. On a twenty-five-cent rate this item alone amounts to three and one-half cents per bushel. The Eastern malster necessarily located in a city giving him good railroad connections has no advantage in cost of plant or labor over the Milwaukee or Chicago malster. The country malster's advantage over the Eastern malster is therefore: Less cost of plant, cheaper labor, and the saving of three commissions, two switching charges, and over twenty-five per cent. in freight. When depression comes in the malting business, as it is said to have already come to some extent in the East, who will suffer? The country malster of the Northwest could prosper and grow rich on prices which would deprive the Eastern malster of all profit.

It does not take a very old man to remember when Rochester, N. Y., was the great milling center of the country. It was a giant's stride west from there to Minneapolis, and who knows but another may be taken in the future to the great valley of the Saskatchewan? The flour mills have followed, and will follow up the great wheat-growing section. It looks now as though the malting of barley would eventually be governed by similar influences, and the country malthouse become as necessary to every ambitious country town as the country custom flour mill. It will not be brought about speedily to any considerable extent, for the country shipper, though hard working and attentive to his business, has operated on very small margins, and has not saved up the capital necessary for such enterprises. But I think that it will be brought about through his exertions, and hope that when capital has become interested in the matter, that he will not permit himself to be overlooked or set aside. He is certainly entitled to a share in any prosperity which may come through any improved methods of handling barley, having earned it through adversity. Shippers of barley in Wisconsin as well as Eastern malsters, will soon be forced to realize that "it is a condition, not a theory which confronts them."

Yours truly, JEFF R. SON.

### CHARLESTON'S ADVANTAGES AS A GRAIN CENTER.

*Editor American Elevator and Grain Trade:*—Availing ourselves of your invitation for correspondence from every one in any way interested in the grain trade, on all topics connected therewith, we beg leave to present some facts from the city of Charleston, S. C. This was at one time one of the most important ports of the Atlantic coast for the shipment of grain and flour. From 1852 to 1857 the receipts of flour from the West increased 100,000 barrels, and of grain 1,000,000 bushels. The war broke up this trade, and circumstances beyond the city's control have thus far interfered with its resumption, but the prospects are now becoming brighter every day for securing and successfully holding a very large proportion of the Western grain for foreign shipment from this port, and it would be well for parties North and West, who are interested in the grain trade, to keep an eye on Charleston as the future great shipping port, and seize upon the advantages now offered, by investing their money here in elevators, warehouses, etc. These advantages may be classified: First, That of getting the grain to Charleston rapidly and cheaply. Second, That of receiving, storing and loading into vessels with dispatch, and at small cost. Third, That of shipping it from Charleston to any port of the world, and in vessels of the largest size. Let us examine these three propositions.

Getting the grain here. In addition to the South Carolina and coast line railroads with their direct western connections, there are several new roads now under construction, which will give the most direct and shortest lines from Chicago and points farther west to the Atlantic coast; this can be clearly demonstrated on any correct map of the United States. Prominent among these new roads is one known as the three C's, meaning the Charleston, Cincinnati & Chicago Road. These three names indicate the course of the road, and tell at once the advantage it will give for shipping direct to Charleston. The road is nearly completed, and will be able not only to pour into Charleston a very large proportion of the grain

of the entire West, but flour and other articles designed for shipment to foreign countries. It will not be very long before this immense trade will be seeking an outlet through the port of Charleston, but after it arrives here there is the advantage.

Of receiving, storing and loading into vessels with dispatch and at small cost. One of the signs of the waking up of Charleston is the building of what is called in the North a belt line along the entire business water front, but which is here called the East Terminal and the West Terminal Roads. Work on the East Terminal has just commenced, as Congress has within the past week passed a law granting permission to run the road through the custom house grounds, and the work on the West Terminal has already progressed so far that cars are now running to the water's edge. It is expected both will be completed by September, in time to move the cotton crop, when loaded cars from the West can be carried to all the wharves on both water fronts of the city. It will be as though such roads were constructed in New York along the entire city front of both the North and East Rivers, down to the Battery. Thus cotton can be taken to the compresses and then carried by hand from the cars to the presses and then carried by hand trucks to the wharves and dumped alongside of the steamships, ready for hoisting into the hold. Cars loaded with grain can be carried into the elevator warehouses and loaded from them directly into the vessels by machinery. Here, then, we have every advantage for receiving, storing and loading the grain, and now while land is cheap, would be the time for capitalists to acquire suitable sites for elevators and wharves, especially on the line of the West Terminal, where vessels can lie at their very doors.

The third advantage Charleston will soon possess is that of shipping in vessels of largest size to any port in the world. Our bar has always allowed of vessels drawing as much as sixteen, and at certain stages of the tide, of seventeen feet, and with a carrying capacity of 2,000 tons, passing in and out with no difficulty. The United States Government is now and has been, actively engaged for years in putting down rock jetties, which, when finished, it is confidently believed will give from twenty-one to twenty-three feet of water on the bar, which will be sufficient depth for the largest vessels in the merchant marine service to cross without any trouble. This work has already progressed so far as to have made a very appreciable difference in the depth of the channel, and with the appropriation recommended in the river and harbor bill now before Congress, the work will be brought very near completion, so that by the time the grain trade has been diverted to Charleston, and the elevators are erected, vessels carrying not only 2,000 tons, but others of much larger capacity, will be lying at the wharves ready to be loaded.

With these statements of facts we can confidently invite capitalists to invest their money in Charleston with an almost certain prospect of reaping large profits. The first to come will be able to secure the greatest advantage. All who come may rest assured of a warm welcome.

Yours truly, J. N. ROBSON & SON.

Charleston, S. C.

## STANDARDS ARE CHANGED.

A little excitement was caused among the members of the New York Produce Exchange recently by the complaint of the city millers that the grades of wheat are invariably fixed and standards changed from one crop to another to suit the speculative interest at the expense of city mills. Herbert Jewell, president of the Jewell Milling Company, corroborates Mr. Hecker's statement that the mixing of the last crop of inferior Kansas wheat into the No. 2 grade had rendered it unfit for the use of millers, who have been obliged to bring "L. P." winter wheats and higher grade spring wheats forward from the West at great expense, inconvenience, and risk in order to keep up their standards of flour.

It is claimed—with a show of truth—that grain shipped in bulk to Europe will increase so much in weight by moisture on the passage as to pay the freight. The California Agricultural College made some experiments in this matter, and found that the different cereals at 65° would absorb as follows: Oats, 29.08 per cent; barley, 28.17; wheat, 25.02. It is well to remember, however, that while grain expands by moisture, a measured bushel of damp grain weighs less than a dry bushel.—*Massachusetts Ploughman.*

## MEETING OF KANSAS AND NEBRASKA GRAIN DEALERS' ELEVATOR ASSOCIATON.

The following notice of the Topeka meeting, signed by the secretary, W. T. Caywood of Clifton, Kan., was sent out last month:

"Pursuant to adjournment of a meeting of elevator owners and lessees held at Concordia, Kan., June 7, the Kansas and Nebraska Grain Dealers' Elevator Association will hold its first annual meeting in the parlors of the National Hotel, Topeka, Kan., July 1, at 8 o'clock P. M.

"The presence of all grain dealers, who are owners or lessees and operators of country elevators in Kansas and Nebraska, is greatly desired at the meeting.

"The committee appointed to secure signatures to a petition prepared at Concordia will report, and a committee to present and argue the same before the railroad managers will be selected. The constitution and by laws will be enlarged and modified, and officers elected in accordance therewith. The organization will assume a permanent form, and active work will be begun to enlist all country elevator men in the movement, and place their names on the rolls of the association.

"Numerous abuses connected with trade will be duly considered.

"The evils, under which the legitimate dealer who has invested capital and provided facilities for the proper handling of grain is suffering, are many, and can only be eliminated by a thorough, active and permanent organization. The battle can only be fought successfully by united effort. To attempt to secure rights and recognition single handed is only to be hopelessly lost in the struggle. The time is opportune for such a movement. The association is organized in opposition to no particular interest, and contemplates nothing to which every elevator man who desires to protect his business and remove the abuses under which he is to-day operating cannot subscribe.

"Do not fail to attend the Topeka meeting and add your moral and financial support to an organization which is seeking to protect and promote your interests. If you cannot attend, send in your name to the secretary, and become members of the association."

In response to this call about fifty dealers met in the parlors of the National Hotel, Topeka, on the evening of July 1. The meeting was called to order by the temporary vice-president, G. C Miller of Clifton, Kan.

Those present signed the roll.

The minutes of the Concordia meeting were read and adopted.

The committee appointed to secure signatures of elevator men to petition reported that the owners of nearly 500 elevators had signed.

It was moved and seconded that a committee of five be appointed to draw up a constitution and by-laws for final action by the association. The motion was carried, and the following committee appointed: C. B. Kizer, F. M. Baker, E. P. Caywood, F. W. Frasius and J. G. Elliott.

While the committee on constitutions and by-laws were out, the members had an informal talk on shortages and other matters of general interest. Mr. S. K. Marston of Onarga, Ill., gave an account of some of the experiences of Illinois shippers, and told how the Illinois Association proposes to meet the shortage question.

It was moved that a committee of five be appointed to call upon railroad managers and ask them to erect track scales at every station from which 100 cars or more of grain is annually shipped, and where less is shipped that the grain shippers should be permitted to erect them for themselves.

The inefficiency and unreliability of track scales was shown to be so great that no action was taken in the matter. One speaker claimed that track scales needed constant attention, and that they should be daily inspected and tested by an expert, in order to weigh correctly. The method of weighing on track scales in vogue with the railroad companies was scored severely.

A number of shortages were reported by different shippers. Taylor Miller gave a statement of a few of his shipments to Kansas City for different periods, which showed shortages all the way from two to 130 bushels per car.

The Committee on Constitution and By-Laws then made its report, and after considerable discussion a constitution and by-laws was adopted, first by sections and then as a whole.

A number of shippers desiring to catch a late train home, retired. However a quorum remained, and proceeded to the election of permanent officers.

Mason Gregg of Lincoln, Neb., was elected president; Frank Lower of Council Grove, Kan., vice-president; W. T. Caywood, Clifton, Kan., secretary and O. A. Cooper of Humboldt, Neb., treasurer.

It was moved and seconded that when the meeting finally adjourned, it adjourn to meet in Lincoln, Neb., Tuesday, July 15. The secretary, W. T. Caywood, has since notified us that the date of the Lincoln meeting has been changed to Thursday, July 31.

The meeting then adjourned to meet the following morning at 9 o'clock.

THE MORNING SESSION.

On the morning of July 2 those that remained reassembled in the parlors of the hotel, vice-president Lower in the chair.

Those present signed the constitution and by-laws.

Upon motion, a committee was appointed to select a permanent committee on railroads. The following resolution was then adopted:

*Resolved*, That when complaint shall have been filed with the secretary by three or more members of this association that any wholesale firm or individual, or weighing association, has reported such unusual shortages in weights as to lead him to believe that the same is not legitimate, but partakes of the nature of a steal, that it shall be the duty of the secretary to investigate the matter and endeavor to have the same rectified with the least possible delay.

The following resolution was read and laid on the table:

*Resolved*, That there be a committee of three appointed, including the secretary, whose duty it shall be to look after all shortages, and where payment is not received for said shortage, and where proper evidence by affidavit is furnished said committee, suit shall be brought by this association, and the association shall receive 50 per cent. of the amount received.

The shortage question was thoroughly discussed, and in addition to the previous resolution the following was adopted:

WHEREAS, The grain shippers of this country sustain large losses annually, resulting from leaky cars, terminal steals, losses by transfer, and other ways, while grain is in transit. Be it resolved by this association that such action be taken as will tend to reduce such shortages to the minimum, and that the railroad companies should render a receipt to the shipper for all grain delivered to their agents, and deliver the same in corresponding condition to within one-half of one per cent., or pay the market value for the shortage less one-half of one per cent. of invoice.

A motion favoring the establishment of friendly relations with the Illinois Association was carried.

The following resolution regarding government telegraph was also adopted:

*Resolved*, That the Kansas and Nebraska Grain Dealers' Elevator Association endorse the preamble and resolution adopted by the New York Board of Trade and Transportation on the 12th day of March, 1890, in regard to government supervision of the telegraph; and approve of the bill now pending in Congress for the establishment of a postal telegraph service, as recommended by the Postmaster-General, as an important step in the right direction, and the secretary is instructed to attach a copy of this resolution referred to and forward to the Postmaster-General.

A vote of thanks was tendered Mr. Marston of Onarga, Ill., for his advice and suggestions during the meeting, and also to the publishers of the AMERICAN ELEVATOR AND GRAIN TRADE for their sincere efforts to advance the interests of the association.

The convention then adjourned.

Among those present were the following: W. R. West, Minneapolis; S. M. Stanford, Minneapolis; A. D. Blanchard, Bennington, Kan.; A. T. Rodgers, Beloit, Kan.; Frank Lower, Council Grove, Kan.; W. A. Lower, Council Grove, Kan.; J. Kjellberg, Vliets, Kan.; J. R. Baker, Pawnee Rock, Kan.; Geo. C. Miller, Clifton, Kan.; Ed F. Madden, Hays City, Kan.; E. D. Gorham, Graham, Kan.; J. T. White, Ada, Kan.; S. K. Marston, Onarga, Ill; N. Hodgson, Avoca, Iowa; G. M. Smith, Concordia, Kan.; J. G. Elliott, Holton, Kan.; A. C. Sherman, Rossville, Kan; Buell & Petross, St. Marys, Kan.; H. Parker, McPherson, Kan.; W. B. Kile, Canton, Kan.; J. H. Miller, Clifton, Kan.; C. B. Kyser, Lincoln, Neb.; R T. Morrison, Chapman, Kan.; F. M. Baker, Atchison, Kan.; O. F.

Hulburd, Hiawatha, Kan.; N. Malo, Clyde, Kan.; W. T. Matthews, Miltonvale, Kan.; Wm. Sharpe, Miltonvale, Kan.; E. P. Caywood and W. T. Caywood, Clifton, Kan.; Charles Grant, Ellinwood, Kan.; Frank Baker, Ellinwood, Kan.; T. D. Thacher, Topeka, Kan.; E. T. Roach, Clyde, Kan.; F. W. Frasius, Clyde, Kan.; D. N. Thompson, Morganville, Kan.; M. Wheeler, Morganville, Kan.; Taylor Miller, Salina, Kan.; G. G. Newcomb, Abilene, Kan.; W. B. Giles, Abilene, Kan.; C. S. Clark of the AMERICAN ELEVATOR AND GRAIN TRADE, Chicago. J. Q. Patterson of Eldora, Iowa, representing A. C. Buel & Co. of Chicago, and M. R. Mudge, a flax dealer of Eskridge, Kan., were also present at the hotel during the day, but did not remain for the meeting.

## MEETING OF ILLINOIS GRAIN MERCHANTS' ASSOCIATION.

The fifth annual meeting of the Illinois Grain Merchants' Insurance and Protective Society was held at Springfield, Ill., June 17 and 18, 1890. The meeting convened in the club room at 2 P. M. Tuesday, June 17. President Van Ordstrand in the chair. The minutes of the last meeting were read by the secretary and approved.

The president made a statement of the labors of the executive committee before the Railroad and Warehouse Commissioners in the matter of Chicago inspection, and the secretary reviewed the work of the past year, regretting that circumstances prevented his doing more, in consequence, the work of the association had not progressed as it should have done, and that more had not been accomplished; all of which was approved by the meeting. He also read a communication from W. T. Caywood, secretary of the Kansas and Nebraska Elevator Owners' Association, giving a report of a meeting held at Concordia, June 7, and inviting the Illinois Association to send delegates to a meeting to be held in Topeka July 1.

The treasurer reported about $400 in the treasury, with about $70 of orders yet to pay, showing balance of $330 on hand, which was accepted and approved. On motion, the president appointed Messrs. Marston, Ritscher and McFadden committee on resolutions; Messrs. Coon, Baxter and Stewart committee in regard to deaths of members, and Costello, Newbegin and Pratt in regard to irregular buyers.

EVENING SESSION.

After due discussion, S. K. Marston was elected delegate to the meeting of elevator owners of Kansas and Nebraska, to be held at Topeka, July 1. Mr. Donovan introduced a resolution in regard to requesting railroads to make the same rates to Toledo and Detroit local, on stuff to go forward on the lake, as their per cent. of the [illegible] by all rail. After a long discussion, in which the subject was viewed on all sides, it was then laid on table till next meeting.

*Resolved*, That the Illinois Grain Merchants' Protective and Insurance Society heartily endorse the preamble and resolution adopted by the New York Board of Trade and Transportation on the 12th day of March, 1890, in regard to government supervision of the telegraph, and approve of the bill now pending in Congress for the establishment of a postal telegraph service as recommended by the Postmaster-General, as an important step in the right direction, and the secretary is instructed to attach a copy of this to resolution referred to, and forward to the Postmaster General.

*Resolved*, That we extend the right hand of fellowship to the Elevator Association of Kansas and Nebraska and heartily endorse their action in endeavoring to secure pecuniary remuneration from the railroads for collecting and loading freights on their lines, and for furnishing storage facilities for the same. Minutes of previous meeting read and approved.

The meeting then adjourned to meet the following morning.

MORNING SESSION.

At the morning session a number of resolutions were passed and considerable work done.

*Resolved*, That this society endorse the bill introduced by Mr. Butterworth, to establish uniform inspection in all markets of the country.

*Resolved*, That the by-laws be so amended that the regular meetings be held on the first Tuesdays of June and October of each year.

*Resolved*, That it is the sense of this society that the members of the Railroad and Warehouse Commission should be elected by the people instead of the offices being bestowed as rewards for partisan services, and that said Board should be directly responsible to the people for the manner in which they perform the duties of their office.

The committee appointed for the purpose reported the following:

WHEREAS, Since our last meeting, death has removed from among our number Ex-President John H. Crooker of Maroa, E. Kent of Clinton, and Philip Rainey of Petersburg, all members in good standing of the Illinois Grain Merchants' Society,

*Resolved*, That in the death of these members our society has lost some of its ablest workers, whose wise counsel and purity of character gave strength and dignity to our society. That the great interest they manifested in the success of our society, their liberal contributions of time, money, and work are worthy of imitation by all. That this society extends fraternal sympathy to the families and friends of the departed; and that the secretary is hereby instructed to furnish copies of these resolutions to the families of the deceased members, and cause the same to be spread on the records of this association.

The following officers were elected for the ensuing year:

President, Isaac Van Ordstrand; secretary and general manager, S. K. Marston; vice-president, John Stewart; treasurer, G. C. McFadden; D. H. Curry, executive committee to complete the unexpired term of one year of F. D. Hamlin, removed; F. M. Pratt, for three years' term; S. K. Marston, ex-officio chairman.

Committee on Claims—D. M. Bruner, J. F. Zahn, H. C. Mowrey.

Committee on Legislation—W. Armington, V. R. St. John, C. C. Aldrich.

On motion, it was decided that the society take out a charter of incorporation, "not for profit," under the state law. F. M. Pratt, S. K. Marston and T. P. Baxter were chosen a committee to procure said charter, and the secretary was ordered to procure the requisite blank certificates of stock.

Voted, that the manager may appoint such assistants as he may require to canvass and secure new members to the society, and pay them a reasonable sum for their services. That a vote of thanks be extended to Mr. McFadden for his services as treasurer; and that Mrs. Philip Rainey, who is conducting the business left by her husband, is entitled to his membership in the society. The meeting then adjourned, to meet the first Tuesday in October, 1890, at 2 o'clock P. M., at the Leland Hotel, Springfield.

## ELEVATOR NEEDED AT KINGSTON.

Should the rebate on canal tolls of 18 cents a ton be granted by our government for grain transshipped at Ogdensburg, as has been demanded by those interested, the result would be first to destroy the transshipping trade of this city; and secondly, to sweep the Canadian shipping from the lakes, for, as Canadian vessels cannot ply between one American port and another, all grain from Chicago, Duluth and other American up-the-lake ports consigned to Ogdensburg would be carried in American vessels. At present the business of transshipping that certain interested persons would transfer to Ogdensburg is done at Kingston, and three fourths of the grain is brought in Canadian vessels. Montreal apparently cares neither for Kingston nor for the Canadian shipping interests. It sees in the scheme of transshipping at Ogdensburg a prospect of diverting to the St. Lawrence route and Montreal the greater portion of the grain trade of the West. Whether the grain is carried in American bottoms or not does not seem to bother the Montrealers, so eager are they for their own advantage, even at the expense of other portions of the Dominion. The government of Canada, we may be sure, will not willingly acquiesce in Montreal's scheme of self aggrandizement at the expense of the rest of the Dominion if it can possibly avoid doing so. But Kingston must take the ground from under the feet of those who are asking for the rebate on grain transshipped at Ogdensburg by supplying elevator facilities here quite as good as exist at Ogdensburg. With an elevator of a million or a million and a half capacity here the government could inexpuguably take the ground that there was no necessity for transshipping at Ogdensburg since elevator facilities equally good were to be found at Kingston. The Board of Trade, if it be alive to the danger that threatens an important industry of our city, should at once propose some plan of securing the required elevator facilities at this port. An elevator of the capacity required could be erected for $150,000, we are informed.—*Kingston News.*

## CHICAGO BOARD OF TRADE VS. ELEVATOR MEN.

Last December the proprietors of the regular elevators at Chicago advertised an advance in storage rates, to go into effect Jan. 1. The Board of Trade strongly opposed this proposed advance, and its committee appointed to secure the continuance of the old rates made the following report:

"The committee appointed by the Board of Trade to consider the proposed advance in storage rates begs leave to report: That many consultations with a committee of elevator proprietors have been had; that it has been claimed by the committee of elevator men that the present storage rates are unremunerative, and therefore they have refused to continue them in force the coming year. But upon the representation of your committee that the adoption of the new rules immediately as proposed would result in serious loss to the trade on contracts for deferred futures the elevator proprietors consented to postpone putting them into effect until July 1, providing the proposition is accepted by the Board of Trade. Your committee reports that representatives of the elevator proprietors have expressed a desire to treat the question presented fairly and with the purpose of arriving at what will be for the best interests of all parties concerned."

Several months later the Board of Directors amended the rules and changed the conditions upon which warehouses should be made regular.

Then late in June, after the elevator men had asked to have their houses declared regular, and filed their bonds the Board of Directors adopted the following:

"*Resolved*, That the requirements for grain warehouses in order that their receipts shall be regular for delivery on grain contracts be amended so that the third requirement shall read as follows:

"Such warehouses shall be provided with modern improvements and appliances for the convenience and expeditious handling and shipping of grain in bulk, and which shall not be used by the proprietors or managers thereof for the mixing or cleaning of grain, nor for the storage of grain which shall have been mixed or cleaned in any other warehouse managed or controlled by such proprietors and managers, or any of them; and in which the charge for storage and handling of grain, including the cost of receiving and delivering, shall not exceed three-quarters of a cent per bushel for the first ten days or part thereof, and one-quarter of a cent per bushel for each succeeding ten days or part thereof."

In response to this move on the part of the Board of Directors the elevator proprietors sent the following communication to the directors:

To the Board of Directors of the Board of Trade of the City of Chicago—Gentlemen: In compliance with your request, the undersigned has made application to the Board of Directors of the Board of Trade asking that the * * * warehouse be declared a regular warehouse, etc. Since the filing of that application the Board of Directors has materially changed the requirements for grain warehouses in order that their receipts shall be regular. In consequence of such action the undersigned withdraws such application and respectfully requests the return of the bond filed in connection with said application. The bearer is authorized to receive the documents herein referred to. Signed ——

The Board of Directors refused to return the bonds, the fight became interesting, committees were appointed and meetings held daily, but without effecting a settlement.

The elevator men claim that "the question is not one of rates of storage. The issue would be the same if the Board of Directors had fixed the maximum rate at one-half or three times the rate named. The warehousemen deny the right of the Board of Trade to fix the rates which shall be charged for the storage of grain, and they declare the action of the Board of Trade in attempting to change the conditions upon which a warehouse shall be declared regular after an application has at its request been made upon well-known and expressed terms and conditions as unjust, unbusinesslike, and in conflict with the objects of the association for which the directors act—viz.: "To inculcate principles of justice and equity in trade."

There has been an attempt to befog the question by asserting that the question is on storage rates, and that the Board of Trade is standing between the grain producers and the extortionate demands of an English syndicate. This has nothing to do with the controversy. Back

of what appears on the surface, the fact is that the agitation on the part of the Board of Trade is an effort to protect the middle men and to compel all grain coming to this market to contribute to the middle men when it comes in and when it goes out by way of commissions.

At a stormy meeting of the members of the Board of Trade, held June 28, the following resolution was passed:

*Resolved*, That the action of the directors in the matter of grain warehouses and rates of storage be, and the same hereby is, approved and heartily indorsed by the full Board; and that a committee be appointed for conference with the elevator proprietors for the adjustment of all questions involved in the existing controversy.

The president appointed a committee and it sought to come to some agreement with the elevator men, but in vain. At a general meeting of the Board of Trade Friday, July 11, the committee made the following report:

Your committee held several conferences with the proprietors and managers of grain elevators of this city, and regret that the views as expressed and adhered to by the said elevator proprietors and managers are, in the judgment of your committee, so decidedly adverse to the interests of the grain business of Chicago and of the Northwest, that we cannot coincide therein, and hence report our inability to present any adjustment of the questions referred to us.

In order that the position of various elevator proprietors may be wholly understood, we respectfully submit herewith a copy of their formal objections to the positions held by this Board.

The first position urged, on the part of the Board of Directors, to make or to dictate the rate of storage to be charged by elevators declared regular elevators under the rules of the Board of Trade.

Secondly, the said elevator proprietors insist that they are amenable only to the laws of the state of Illinois.

Your committee consider both of these positions untenable and hold that the Board of Directors possess the undoubted right to fix the rate of storage to be observed by grain elevators declared regular warehouses under the rules of this Board.

This position your committee steadily refused to abandon.

Regarding the practice of operating, mixing or cleaning houses by elevator proprietors, your committee would further report that simply cleaning grain is not objectionable, provided such process is defined with proper restrictions, but your committee would recommend that the mixing of one variety of grain with another, or the mixing of rotten or badly damaged grain with sound merchantable grain should be prohibited. Respectfully submitted, A. N. Young, George M. How, J. M. Wanzer, Philip W. Dater, F. R. Frazier.

The report was adopted and the committee discharged. The elevator men then presented the following as their side of the question, and asked that it be read and incorporated in the report of the committee:

We insist that the regulations and requirements of the Board of Trade as to warehouses should be limited to the following:

1. That they should be licensed as required by the laws of the state of Illinois.

2. That the proprietors should be financially responsible.

3. The location of the warehouse and its facilities for the transaction of business should be proper and ample.

4. That the managers should conform to the requirements of the laws of the state of Illinois regarding public warehouses of class "A."

5. That the regulations and requirements should be specifically stated at the time when application is made, and that no change in these regulations and requirements shall be made during the time from which a warehouse shall have been declared regular without the consent of the parties.

6. That reasonable bonds may be required from warehousemen to comply during the time for which they ask to be made regular, with the regulations and requirements which are agreed to by them.

7. While the warehousemen do not in any way recognize the right of the Board of Trade to determine the rate which shall be charged for the storage of grain, and will not consent to any such regulation being made as part of the conditions upon which they are made regular, yet they are at all times willing to meet representatives of the Board of Trade and consider the question of rates with a view of determining what is for the best interests of the grain trade of Chicago, and of all the parties interested in the same.

The following resolution was then presented, and after considerable discussion was adopted:

*Resolved*, That the whole matter in controversy with the elevator proprietors be referred back to the Board of Directors with recommendation that the directors take such action in the premises as shall be consistent with existing obligations, and with the laws of the state and the rules of the Board.

The directors have not accomplished anything yet, but the general feeling is that a settlement will be effected at an early date.

## LATE PATENTS.

**Issued on June 10, 1890**

APPARATUS FOR THROWING BELTS OVER THEIR PULLEYS.—Heinrich T. Neszler, Chemnitz, Saxony, assignor to Franz Pretzel & Co., Berlin, Germany. (No model.) No. 429,861. Serial No. 337,760. Filed Jan. 22, 1890. Patented in Germany, Dec. 28, 1886, No. 40,567, and May 12, 1890, No. 50,199; in Belgium, Oct. 10, 1888, No. 83,653; in England, Dec. 18, 1888, No. 18,489; in France, June 3, 1889, No. 198,695; in Norway, June 3, 1889, No. 1,382; in Luxembourg, June 3, 1889, No. 9,141; in Austria-Hungary, June 3, 1889, No. 26,095 and No. 47,036; in Italy, June 7, 1889, No. 25,572; in Denmark, June 17, 1889, No. 1,275, and in Switzerland, June 25, 1889, No. 1,111.

TENSION DEVICE FOR BELTS.—Anders G. Anderson, West Oakland, Cal. (No model.) No. 429,877. Serial No. 333,428. Filed Dec. 12, 1889.

GRAIN AND SEED SEPARATOR AND GRADER.—Walter S. Wood, Kalamazoo, Mich. (No model.) No. 429,749. Serial No. 319,649. Filed Aug. 3, 1889.

GRAIN SCOURER AND CLEANER.—Daniel M. McKinnon, Edwardsville, Ill. (No model.) No. 429,945. Serial No. 323,253. Filed Sept. 7, 1889.

GRAIN SEPARATOR.—William L. Gilson, McMinnville, Ore. (No model.) No. 429,616. Serial No. 342,856. Filed March 6, 1890.

GRAIN SEPARATOR.—Orville M Morse, Jackson, Mich. (No model.) No. 429,634. Serial No. 316,281. Filed July 2, 1889.

SEPARATING MACHINE.—August Heine and Newton B. Trask, Silver Creek, N. Y.; said Trask assignor to said Heine. (No model.) No 429,909. Serial No. 347,212. Filed April 9, 1890.

**Issued on June 17, 1890.**

BALING PRESS.—James A. Reeder, Corinth, Miss., assignor to himself and Joseph D. Ozier, same place. (No model.) No. 430,352. Serial No. 329,311. Filed Nov. 5, 1889.

BALING PRESS.—Nathaniel P. Slate, Tangent, Ore. (No model.) No 430,490. Serial No. 339,563. Filed Feb. 7, 1890.

GRAIN SEPARATOR.—James H. Calkins, Owosso, Mich. (No model.) No. 430,335. Serial No. 323,990. Filed Sept. 16, 1889.

BELT SHIFTER.—John C. Jackson and Henry Whitcomb, Philadelphia, Pa. (No specimens.) No. 430,345. Serial No. 322,408. Filed Aug. 30, 1889.

MEANS FOR PREVENTING BOILER INCRUSTATION.—William B. Bull, Quincy, Ill. (No model.) No. 430,461. Serial No. 329,479. Filed Nov. 7, 1889.

GRAIN ELEVATOR.—Frederick Wyneken, New York, N. Y. (No model.) No. 430,558. Serial No. 326,788. Filed Oct. 12, 1889.

DEVICE FOR WEIGHING GRAIN.—Alfred I. Anderson, Odell, N. Dak. (No model.) No. 430,244. Serial No. 335,245. Filed Dec. 28, 1889.

**Issued on June 24, 1890.**

BELT FASTENER.—Samuel H. Morrall, Philippi, W. Va. (No model.) No. 430,668. Serial No. 345,812. Filed March 29, 1890.

AUTOMATIC GRAIN SCALE.—Marshall B. Lloyd, Minneapolis, Minn., assignor of one-half to Edward H. Holbrook, Jr., same place. (No model.) No. 430,867. Serial No. 317,852. Filed July 18, 1889.

ALARM FOR MILL ELEVATORS.—Frederick Carter and Marcus McChesney, North Platte, Neb. (No model.) No. 430,921. Serial No. 342,006. Filed Feb. 27, 1890.

DRIVE CHAIN.—Henry B. Dierdorff, Columbus, Ohio, assignor to Joseph A. Jeffrey, same place. (No model.) No. 430,631. Serial No. 302,478. Filed March 8, 1889.

AUTOMATIC CLUTCH FOR CAR STARTERS.—Ezra Dederick, Milwaukee, Wis. (No model.) No. 420 629. Serial No. 327,184. Filed Oct. 16, 1889.

SEPARATOR.—Edward Leslie, Orangeville, Ontario, Canada, assignor to the Leslie Brothers Manufacturing Company, Paterson, N. J. (No model.) No. 431,269. Serial No. 324,252. Filed Sept. 17, 1889.

**Issued on July 1, 1890.**

BALING PRESS.—J. T. and C. A. Deets, Farlington, Kan. No. 431,109.

BALING PRESS.—D. B. Hendricks, Kingston, N. Y. No. 431,166.

BALING PRESS.—O. B. Kinnard, assignor to Kinnard Press Company, Minneapolis, Minn. No. 431,471.

BELT FASTENER.—Edward L. Budlong, Chicago, Ill. (No model.) No. 431,103. Serial No. 319,628. Filed Aug. 3, 1889.

BELT FASTNER.—George W. Southwick, Stamford, Conn. (No model.) No. 431,175. Serial No. 323,134. Filed Sept. 6, 1889.

CONVEYOR.—Frederick H. C. May, Buffalo, N. Y. (No model.) No. 431,232. Serial No. 324,736. Filed Sept. 23, 1889.

AUTOMATIC GRAIN WEIGHER.—Fred W. Day, Janesville, Wis. No. 431,140.

AUTOMATIC GRAIN WEIGHER.—Charles R Stanton, assignor of one-half to I. Maag, Stewart, Iowa. No. 431,533.

**Issued on July 8, 1890.**

BAG HOLDER.—Harry B. Chase and John L Leaton, Youngstown, Ohio. (No model.) No. 431,648. Serial No. 346,075. Filed March 31, 1890.

BALING PRESS.—Charles Woulf, Black River, N. Y. No. 431,958.

GRAIN HULLER AND SCOURER.—Job Short, St Louis, Mo. No. 431,785.

GRAIN MEASURING AND WEIGHING APPARATUS.—William Looney, Oxford, Ill., assignor of one half to James Pickering, same place. (Model.) No. 431,948. Serial No. 341,673. Filed Feb. 25, 1890.

AUTOMATIC GRAIN SCALES.—Orville M. Morse, Jackson, Mich. (No model.) No. 431,703. Serial No. 316,282. Filed July 2, 1889.

## Trade Notes.

The McQuire Machinery Company of Chicago has been incorporated to manufacture and sell elevator and general machinery. The capital stock is $22,000, and the incorporators are H. McQuire, O. P. Hurford and John Heinsen.

The A. P. Dickey Manufacturing Company of Racine Wis., have equipped the elevator of the St. Anthony and Dakota Elevator Company at Alexandria, Minn., with their Anti Choke Machines.

By having a sheet mill at their door, the Cambridge Roofing Company of Cambridge, Ohio, are now prepared to make prompt shipments of orders intrusted to them for special weights and sizes of corrugated iron, etc. They carry a heavy stock of standard gauge constantly, and are prepared to fill all orders promptly and efficiently.

The Jeffrey Mfg. Co., Columbus, Ohio, write us: "We are busy in all our departments, especially so in our chain elevating and conveying machinery line. Our order books are full of orders, and the demand is constantly on the increase. We have recently made a large number of new chain link patterns, which are shown in our new catalogue, and those who use chain will find it to their interest to send for a copy."

Borden, Selleck & Co of 48 and 50 Lake street, Chicago, manufacturers and sole agents, have been very busy filling orders for their well-known product, the Harrison Conveyor. Among the recent purchasers may be named H. M Benjamin, Milwaukee, Wis.; Elias Rogers & Co., Toronto, Ont.; Cahaba Coal Co., Blockton, Ala.; Chicago City Railroad, and International Packing Co of Chicago. The Brush Electric Light Co., Buffalo, N. Y., has purchased the apparatus for handling ashes; the Cleveland Dryer Co., for handling fertilizers, and J. S. Aipel, Stillwell, Minn., for handling grain. Popularity of the conveyor is clearly indicated by the extensive range of country covered by these various orders.

Thanks to railroad discrimination the grain export trade of this city is being gradually driven to Baltimore, and but few charters from this port are being made. Still this year's exports of wheat and corn are far above last year's. Fifteen million bushels of corn and half a million bushels of wheat mark the year's growth, while all of last year's business did not amount to 3,000,000 bushels of both wheat and corn.—*Philadelphia Record.*

THE AMERICAN ELEVATOR AND GRAIN TRADE.

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**A. J. MITCHELL, - - - Business Manager.**
**HARLEY B. MITCHELL, - - - Editor.**

ADVERTISING.

This paper has a large circulation among the elevator men and grain dealers of the country, and is the best medium in the United States for reaching this trade. Advertising rates made known upon application.

CORRESPONDENCE.

We solicit correspondence upon all topics of interest connected with the handling of grain or cognate subjects.

CHICAGO, ILL., JULY 15, 1890.

## THE TOPEKA MEETING.

The Topeka meeting of the Kansas and Nebraska Grain Dealers' Elevator Association, an account of which is given elsewhere, was a success in every way, and in spite of the hot weather considerable enthusiasm was manifested. The reports of committees showed that they had not been asleep, but had been out hustling.

Notwithstanding that considerable work was done the members appreciate the fact that much is still to be done before the association will be in good working order, and they have decided to hold another meeting at Lincoln, Neb., Thursday, July 31. If the enthusiasm is not allowed to die out, and all the members continue to take an active part in the affairs of the association, it will surely be a great success, and outsiders will strive to be admitted to membership.

## TRACK SCALES.

Much has been said about the unreliablity of track scales, and yet there are grain dealers who are seeking to have railroad companies put them in at their station. Hopper scales are far more preferable, more reliable, and if kept in order will weigh accurately—track scales seldom do. To a track shipper, track scales are of course preferable, being a little better than no scales.

When grain is weighed in cars on track scales the cars are seldom weighed before loading, but the weight which was marked upon the car when it was made is accepted as its correct weight. This weight is usually in even thousands, and may be correct. If the railroad companies so desired they could mark the weight a few hundredweight less than the actual weight of car, and thus collect freight on part of the car every time it was loaded with bulk freight and billed according to track scale weights.

Seasons and stormy weather make the weight of car a changeable quantity. Track scales, unless under cover, are also susceptible to these influences, and are very frequently impaired by storms. Even if kept in order the customary method of weighing on track scales prevents the accurate weighing of bulk freight. The correct weight of loaded cars cannot be secured while the car is going over the scales, or while it is attached to other cars. Cars should be weighed both before and after loading upon covered track scales, that are frequently tested and kept in good order, then there is a possibility of securing something near the correct weight.

Hopper scales, however, are not infallible and frequently get out of order, but they are far more reliable than track scales, and if the elevator man will inspect and test them now and then he may secure the correct weight of his grain.

## BOTH CANNOT BE RIGHT.

Farmers almost everywhere are unanimously in favor of the Butterworth Bill to prevent trading in futures, believing that short selling has depressed the price of grain. They have so eminent an authority as Mr. Pillsbury for the belief that is within them; for he has repeatedly stated that short selling on the Chicago Board has kept the price of wheat down for the past five years.

And now comes the Millers' National Association and indorses the Butterworth Bill. One of the members of the association at the annual meeting in Minneapolis said: "The object of the miller is to get cheap wheat. He hasn't any love for the horny-handed son of toil; he wants cheap wheat, and with speculation out of the way wheat would drop to its natural level. The same will apply to any article of commerce. There is no question though that the indorsement of this convention would damage the Butterworth Bill, because the farmers would understand that all the millers wanted was cheap wheat, and if you eliminate speculation it makes cheap wheat."

If the farmer wants the Butterworth Bill to become law because it will make wheat dear, and the miller favors it because it will make wheat cheap, which is right? Could the bill in practical operation satisfy both classes? We opine not. Those who favor the Butterworth measure are simply striking in the dark, hoping they will reach the gamblers. But striking in the dark is often like "shelling the woods." A good deal of ammunition is wasted, resulting in injuring friend as well as foe.

## THE CHICAGO ELEVATOR TROUBLES.

Just before the commencement of the present year, the elevator owners of Chicago announced that on Jan. 1 the storage rates on grain would be increased. The announcement was met with a storm of indignation on the Board of Trade, and particularly by the grain receivers, who pointed out the fact, not only that the grain business could not stand such an advance, but also that the advance would result in a still greater amount of grain going East, either around Chicago, or through Chicago, without going into store. So earnest were the members of the Board in their feelings on the subject, that at the annual meeting the ticket was elected which was understood to be pledged to use every means to prevent the proposed advance. The elevator men were disconcerted, and postponed the proposed increase of rates for six months. This was understood to be the end of the matter.

But the six months have expired and the elevator men announced their intention of increasing the storage charges. After July 1, the rate was made one cent for the first ten days' storage or any part thereof, and three-eighths of a cent for each succeeding ten days. The old charges were three-fourths of a cent for the first ten days, and one-quarter of a cent for each succeeding ten days. It is well understood that this advance is dictated by the English syndicate that bought up the Munger-Wheeler system and several other houses last year, aided by several other owners of houses who handle grain as well as store it.

The Board of Trade has the remedy in its own hands. It can declare all the houses that advance rates "irregular." There need be no fear that there will not be room enough left to handle all the grain. Millions of bushels do not go into regular storage at all, oats for instance, because the charges are excessive. The Board is committed to the policy of standing by the grain dealers both of Chicago and of the country, and it would seem that the struggle will be a short one. Several large elevators have already announced their intention of maintaining the old rates. If only a few houses do so, the syndicate will be badly left. They state that the present charges are not remunerative, but fail to state the whole case. The syndicate bought a job-lot of old elevators, paying therefor an extravagant price. Now, with a surprising amount of assurance, they announce their intention of making the public pay dividends on their bad bargain. If the other English syndicates attempt to pursue a similar policy, it will not be long before British industrial enterprises will be things of the past in the United States. In almost every instance the foreigners have paid excessive prices for what they have purchased here. If it is their policy to make the public pay for their bad bargains, no time will be lost in serving them with "notice to quit."

## DISTRIBUTION OF CARS.

Complaints are frequently made by elevator men that during "car famines" the railroad companies furnish track shippers with cars, to the exclusion of elevator men whose houses are filled with grain. Several instances of this kind have come under our notice.

One which was particularly unjust was that of an elevator man whose full house and inability to get cars compelled him to refuse several hundred thousand bushels of grain last fall. A track shipper at a station a couple miles west of him, where there was no elevator, was able to get a number of cars, and he thus secured much of the grain that the elevator man was compelled to refuse. The railway official probably thought the grain of the elevator man would not be damaged by storms while that of the track shipper would. Very good reasoning as far as it goes, but it does not go far enough. Each shipper should be given cars according to his wants, that is, the supply of cars should be divided among shippers in proportion to the number they have applied for.

It is an outrageous discrimination for a railroad company to refuse cars to an elevator man and thus compel him to suspend business with his capital tied up in an elevator full of grain, and at the same time give cars to a track shipper near by. The railroads are under great obligations to the elevator men, for by giving the farmer a market for his grain the entire year (car famines excepted) the elevator men increase the grain shipments over the road along which they operate.

If there is any discriminating to be done it would seem more reasonable that the railroad companies should discriminate in favor of the elevator men and regular dealers. We doubt if any of them desire discrimination in their favor, and we do not ask it for them, but we do ask equal and just treatment for all. In states without a law governing this point the elevator men should organize and have a law passed that will secure to them their just rights.

## DEALERS SHOULD ORGANIZE.

Few branches of trade are without organized societies of some kind, and we doubt if any line of business can be found which is suffering from so many outrageous abuses and irregularities as the grain trade and yet is without strong associations. Dealers connected with the elevator and grain interests of the country (those at terminals excepted) seem to have a strong antipathy to organizing for their own protection and the securing of their just rights.

It takes hard and continuous work to secure anything that is worth securing, and elevator and grain men cannot expect to accomplish very much by meeting once or twice a year and rushing through with the business as though they all had a train to catch the next minute. Organization alone will not accomplish anything. What is wanted is united effort in one line. This can be accomplished by organization but not without.

If the abuses from which the trade is suffering are ever to be abolished, strong associations must

be organized, efficient, energetic and pushing officers must be elected and one good man must be paid to devote most of his time to the interests of the association. Active committees must be appointed not only for the sake of having committees, but to do work and to do it with a will and determination to win.

Great improvement can be made over the present method of getting our grain from the producer to the consumer and many changes can be made which will be to the advantage of all concerned. These will be secured by organization only. To make the meetings interesting and beneficial all must take an active part. Each must give his experiences and thoughts that all may have a better idea of what is going on and know what others think regarding the same.

Parsimonious management seldom succeeds. If a good man is needed in any capacity such a man should be secured and paid enough to encourage him to work hard for the interests of the association.

We want to see more associations organized to do work. Let us have a national association, state associations and local organizations along the different lines of railway. The Illinois association and the Northwestern Iowa association have both done much for their members. There is much to be done in every district, but it will always remain undone unless the elevator and grain men organize and get to work.

## EXPORTS OF BREADSTUFFS.

The exports of breadstuffs for the crop year ending with June exceeds the exports of the preceding year by over $30,000,000, the value of the breadstuffs exported being $150,690,033. During the six months ending June 30 breadstuffs valued at $82,039,683 were exported, against $57,229,709 for the same months of 1889, and during June the breadstuffs exports were valued at $10,835,011, against $9,165,487 for June last year.

The wheat exports for June amounted to 3,266,317 bushels, against 3,039,969 bushels for June, 1889, and for the crop year ending with June 54,110,942 bushels, against 45,956,216 bushels for the crop year of 1888–'89.

During June 7,779,752 bushels of corn, 2,720,640 of oats, 25,777 of barley, and 294,509 of rye were exported, against 6,680,912 of corn, 22,938 of oats, 38,359 of barley, and 101,347 of rye for June, 1889.

During the crop year ending with June 100,905,494 bushels of corn, 13,248,516 of oats, 1,394,464 of barley, and 2,257,356 of rye were exported, against 69,215,104 of corn, 612,684 of oats, 1,435,091 of barley, and 287,245 of rye for the crop year of 1888–'89.

The amount of corn and oats exported was greater than ever before, and when we take into consideration that we exported nearly 60,000,000 bushels of wheat in the shape of flour, our exports of breadstuffs for the last crop year make a very good showing.

## THE WAREHOUSE INSANITY.

Little or no probability exists that the government warehouse scheme will become a law, either now or hereafter; but the Alliance people are still harping on the question and demanding that the farmer be put upon an equality with the distillers and national bankers. We vaguely "catch on" to their meaning as to the national bankers; but what special favors distillers enjoy that farmers make the basis of a demand on the government for an advance of 80 per cent. on the value of their products, we fail to understand. A declaration of principles by an Ohio gathering says:

> That the government shall lend money on real estate security direct to the people; that Union ex-soldiers should receive a graduated service pension; and every human being should have land, air, water and sunshine sufficient to promote his happiness, and no more; that the state should not interfere with municipal affairs; that the people cannot expect any relief from either the Republican or Democratic party; that every Ohio candidate for Congress be put on record on these principles; that the United States shall be owned and governed by the citizens; that the farmers be placed on an equality with whisky distillers, national bankers, etc., by the furnishing of government storehouses and the advancing in money 80 per cent. of the value of goods stored there, and that franchises now granted to individuals generally be abolished.

We have pointed out the weak places in this demand before. But its socialistic features aside, the government has no more right to aid farmers in making agricultural products high in price than it has to assist consumers to bear the price of grain. Where would be the justice in taxing Massachusetts for warehouses to be erected in the West to keep grain away from Massachusetts?

Now, there is nothing to prevent the state of Kansas from erecting such warehouses if the plan is deemed feasible. If any such scheme is to be carried out, let it, by all means, be through the agency of the states. If Kansas or Minnesota farmers must have depositories for their produce, the state is amply able to supply them without asking government aid. The general government already enjoys powers sufficiently great. It is not one of the functions of the general government to aid states and municipalities that refuse or are unable to help themselves.

# Editorial Mention.

CONSERVATIVE estimates place the wheat crop of this year at 425,000,000 bushels.

ENGLISH statisticians appear to regard an upward movement in wheat as decidedly probable.

THE Chicago Board of Trade is ahead of the Chicago elevator men, "up to the present time."

AN agreement has been reached by the Texas and Kansas railroads to advance the rates on grain and flour to the old basis July 15.

THE New York Produce Exchange has issued a circular letter protesting against the uniform bill of lading adopted by all the railroads the first of the month.

WE are compelled to omit some departments this month, and curtail others, on account of important matter received at the last moment. We think, however, the reader will agree that the first issue of volume nine is fully up to its predecessors in interest.

C. C. WALCOTT has begun suit in a Chicago court against the Minneapolis and Northern Elevator Company, which is now controlled by an English syndicate, to recover $12,000, which he claims is still due him on the contract by which he sold out his competing elevator and agreed not to go into the business again.

SUBSCRIBERS will please notify us when they do not receive their journal, and we will continue to mail copies to their address until one reaches them. Every month copies of this journal are returned to us from the postoffice. The wrappers having been detached we are unable to tell for whom they were intended. By notifying us of non-receipt of journal, subscribers will confer a great favor.

WHEN the millers were discussing the Butterworth Bill to abolish future trading, at their late annual convention at Minneapolis, Mr. Stone, Secretary of the Chicago Board of Trade, was present and asked leave to explain the grounds of objection to the bill. It would have been only courteous to have allowed the representative of one of the greatest commercial bodies in the world to explain the views of the hundreds of business men who comprise the Board of Trade; but the millers, or those of them present at that session of the convention, thought otherwise, and refused Mr. Stone permission to speak. Some of the members showed from their remarks that they were in need of just such instruction as Mr. Stone could have given them.

The warden of the Minnesota state prison has advertised for bids for machinery capable of making and finishing from two to three thousand pounds of binding twine per day, of ten hours, from flax, hemp or other fibers grown in the state of Minnesota. This will probably lead to an increase in the flax acreage of that state.

THE shippers and receivers of Indianapolis are trying to secure the aid of the Board of Trade of that city, for the establishment of a freight bureau. The establishment of these bureaus has been the means of saving shippers at other points large sums, and there is no reason why the same cannot be accomplished at Indianapolis.

SOME smart farmers in Indiana boycotted the merchants of several towns because the unprincipled agitators had told them to do so. When they took their grain to market no merchant was there to buy it. The unsuccessful farmers may learn something by experience, but it will not last long, for they will soon get back into the clutches of the demagogues again.

THE Kansas and Nebraska Grain Dealers' Elevator Association will hold a meeting at Lincoln, Neb., Thursday, July 31. Let every elevator man doing business in either one of these states be present and show by words and actions that he is not blind to his own interest, but that he is willing to sacrifice time and money for the advancement of the trade and the abolishment of the abuses which encumber it.

COMPLAINTS of manipulation of grain rates on the Union Pacific have been frequent of late. It is stated that one buyer has been paying from 5 to 7 cents more for wheat than he could possibly afford unless he had some private rate. It seems utterly impossible to prevent favored parties from getting favorable rates on railroads. With railroads it is as with politics; the man with "a pull" is the man that gets the plum.

WE have several good communications this month on subjects of special interest to the trade. The AMERICAN ELEVATOR AND GRAIN TRADE is the only journal devoted exclusively to the elevator and grain interests, and we want the trade to make use of our columns. If you want information, make use of our "Queries and Replies" department. If you have any news, information or knowledge which is of interest to grain dealers, let us have it.

THE British consul at Baltimore, in his last report to his government, describes quite fully Lyman Smith's pneumatic process of storing and transferring grain, which he thinks may work a revolution in the grain trade by preventing corners. We would suggest that the grain receivers of Chicago might outwit the syndicate elevator fellows by putting up a few of Smith's steel tanks. They can erect them for about five cents a bushel, and leave the old crumbling elevators of the syndicate high and dry.

AND now we have another trust. A terribly stuck up affair it is, too. It is called the National Starch Manufacturing Company. It has a capital of $10,500,000, and has been organized under the laws of Kentucky. Among the companies forming the trust are the William F. Piel Company of Indianapolis; the Gilbert Starch Company of Des Moines, Iowa; the Ottumwa Starch Company of Ottumwa, Iowa; Fermenick Manufacturing Company of Peoria, Ill.; the Voorhees Starch Company of Danville, Ill.; J. L. Wood Starch Company of Columbus, Ohio; the George Fox Starch Company of Cincinnati; the Muzzy Starch Company of Elkhart, Ind.; the Excelsior Starch Com-

pany of Elkhart, Ind., and the Sleeper Starch Company of Des Moines, Iowa. The trust has acquired by purchase all of the real estate owned by the companies forming the combination.

NEW subscribers who receive copies of the first issue of the AMERICAN ELEVATOR AND GRAIN TRADE after their remittance of the subscription price will please accept that as *prima facie* evidence that we have received their remittance. If a receipt is desired, say so, and we will mail one.

RECENTLY several officials of the Michigan Central were on trial in Chicago for violating the Inter-State Commerce Law, and the evidence showed that Counselman & Co. had been given a rate of 1 8-10 cents below the schedule rate on grain from Chicago to New York. One of the officials, Arthur Street, was fined $3,000. One conviction, however, will not secure the enforcement of the Inter-State Commerce Law or prevent the many discriminations that are made every day.

AT present the Illinois Railroad and Warehouse Commissioners are appointed by the Governor, so the people's voice as to who shall fix the standard grades of grain, and oversee the inspection of grain, is only heard at a distance. It is thought that the Board would work more in the interest of the people if they were elected by the vote of the people. A number of grain dealers are working to secure this change, which may secure better service. It will at least make matters no worse.

THE Illinois State Entomologist, S. A. Forbes, has submitted a lengthy report of recent examinations relative to the habits and characteristics of the Hessian fly. He finds that these flies damage the wheat by concealing themselves in the young grain, and also by sapping the roots. There are prolific breeders, sometimes having four broods a year. Early plowing and the burning of stubble immediately at the conclusion of harvest are thought to be the only means of ridding the fields of the pest.

ATTENTION is directed to the advertisement on another page of the J. B. Dutton Automatic Grain Scale, made by J. B. Dutton, Detroit, Mich. One of these machines has lately been placed in the seed warehouse of the Albert Dickinson Co., of this city, where we were privileged to witness a test of the machine's accuracy and ease of operation. Mr. Dutton will be pleased to correspond with all who are interested in automatic weighing, convinced that he has a machine that will meet every requirement.

THE Central Traffic Association has decided the following in regard to the billing of export freight: All freight consigned to Boston or points taking Boston rates should be billed at full Boston rates, except such freight as is consigned for a foreign destination, or freight consigned to Boston, Boston Junction, East Boston, South Boston or Mystic Wharf for export, in the care of any of the foreign freight agents of the road members of the New England Freight Committee at Boston. Such freight should be billed at the New York rate.

THE professional sower of discontent in the Northwest, the *Great West*, claims to have it from the best authority in the British grain trade that the great buyers in the United States are cornering the Canadian market, and the Manitobans are beginning to "mix" their No. 1 hard down to the "dark" grade! It then bewails the fate of the grain grower. It would be an outrageous piece of corruption to mix a little common sense, knowledge and information with the mass of unprincipled flesh that occupies that editorial chair, but the Northwest would be much better off. If the English want No. 1 hard, they can get it by paying the market price for it. They pay a fair price for other grades. By providing what they want by mixing, our exporters are able to export more grain and pay a better price for it, and thereby the market value of the farmer's grain is appreciated.

THE fact that the Illinois Grain Merchants' Association does not advertise extensively every move it makes, does not signify that the association is dead or that its officers are asleep. It is one of the most successful organizations of its kind in existence to-day. Every Illinois grain merchant should become a member and help advance the interests of his own business and the trade at large. Those who are opposed to progress, justice and righteousness should steer clear of this association, for these are three of its principal characteristics.

THE Kansas Railway Commissioners have denied the application of the Farmers' Alliance for a reduction of local grain rates from local Kansas points to the Missouri River. It was stated at the hearing, and the statement was not challenged by any one, that not a kernel of grain was moved out of Kansas at the Missouri River local rates. Several Kansas City dealers were present and were interrogated upon the subject, and each admitted he did not pay the local rate on grain bought in Kansas City, but it was all shipped upon the basis of the through rates to Chicago and other points.

CANADIAN farmers who market light weight, dirty wheat have objected so long and loud against the grain tester, that the government has canceled the old order-in-council recognizing the grain tester as the official instrument. However, its use is not forbidden, and buyers will undoubtedly continue to test grain when buying. The change simply removes the official or legal recognition from the tester. Farmers who produce first-class grain and take it to market in good condition will not lose anything, as buyers are anxious to encourage the marketing of such grain, and will test and pay for it all it is worth.

A BILL has been introduced into Congress by Mr. Butterworth providing for the classification and grading of grain which should receive the support of all grain dealers. Any owner of grain can send a sample of it to the Agricultural Department and upon payment of a small fee have it inspected and graded according to the United States standards. The inspection is not compulsory, so if the inspectors of the Agricultural Department are found unreliable, no one will use the inspection. This will prove a strong impetus for good work on the part of the inspectors. This will establish a uniform standard of inspection and grading, and prove a great convenience to all connected with the trade, and especially to those who are long distances apart.

SOME farmers are still plotting to change everything, and at the same time are demanding all kinds of legislative enactments in their interest. At a meeting of farmers at Fergus Falls, Minn., recently, the scheming agitators got them to pass a resolution condemning the elevator system as being the chief obstruction to a free and open grain market. The elevator system of this country is acknowledged to be the best in existence, which is proved by its adoption by other grain-growing countries. Its destruction would cause a world of trouble to the farmers, as well as the grain handlers of the country. If the farmers are unable to think for themselves, they should attend school, and by all means refuse to be "dumb driven cattle" in the hands of demagogues.

FOSS, STRONG & Co., the Chicago Board of Trade brokers, have brought suit against R. F. Cummings and others for $100,000, for principal and interest on $81,000 which the commission firm claims to have advanced to forward the corn corner of May, 1888. It is asserted that the corner was proposed and worked by Cummings and a score of Indiana capitalists, who arranged with Foss, Strong & Co. to buy all the May corn offered. Up to May 17 the firm purchased for the syndicate 3,950,000 bushels, and about 50,000 bushels more from individual members of the clique. The defendants claim that large profits were lost by the commission firm's failure to sell promptly when ordered, and say that this loss should offset the money advanced.

RECENTLY the millers of New York City raised a big row on the Produce Exchange, but without good cause. They claim that the grades of wheat are invariably fixed and standards changed from one crop to another to suit the speculative interest; that the mixing of the last crop of inferior Kansas wheat into the No. 2 grade had rendered it unfit for the use of millers, who have been obliged to bring "I. P." winter wheats and higher grade spring wheats forward from the West at great expense, inconvenience and risk, in order to keep up their standards of flour. The millers are only reiterating a charge that has often been made against New York, and as often met with a show of great indignation. If any one ought to know whether grades are maintained at New York, it is the city millers.

## THE EXCHANGES.

Tickets of membership to the New York Produce Exchange have been quiet at $800.

The Chicago Board of Trade will open on Mondays at 10:30, instead of 9:30, until Sept. 15.

The Merchants' Exchange of St. Louis will probably purchase the Planters' House property and erect a building of its own.

E. B. Wilber has been reinstated to full membership by the trustees of the Buffalo Merchants' Exchange. Wilber was indicted for certain grain transactions, but was acquitted.

The New York Produce Exchange has issued a protest against the new form of bill of lading which all the railroads adopted July 1 and sprung upon shippers without any warning.

The Indianapolis Board of Trade has elected the following officers: President, G. G. Tanner; vice-president, C. C. Foster; treasurer, W. F. C. Golt; directors, James R. Ryan, C. L. Cutter, George W. Sloan, C. W. Blackmore, V. K Hendricks, H. T. Conde, Eli Lilly, Wm. H. Schmidt, W. H. Griffith, Milt Daily, Cort Van Camp, H. E. Kinney.

The trustees of the Merchants' Exchange of Buffalo propose to place the freight bureau, flour and grain inspection, and weighmaster's departments under the supervision of the secretary of the Exchange. Any change that will prevent a repetition of last year's wretched weighing service at that point will be heralded with joy by Western shippers.

The Minneapolis Chamber of Commerce is very anxious to have a signal service station established in that city. What they want principally is the weather reports from the grain centers, a matter of immediate interest. The condition of the growing crops is a matter of vital interest to all engaged in the grain trade, and delayed reports are often the occasion of serious loss.

City millers have recently manifested considerable dissatisfaction and indignation regarding the composition of the grain and flour committees, while they have nothing personally against the members of these committees, they are displeased because they have no representation which they feel justly entitled to. They contend that their interests are not properly served, as both committees are now composed of receivers or shippers, with the exception of one jobber on the flour committee. The millers are certainly entitled to some recognition and they seem determined to have it somehow or another. It has even been suggested that the committees be enlarged in order to put on a miller or two.—*New York Produce Exchange Reporter.*

## PERSONAL

H. W. Pratt, the Minneapolis elevator man, is spoken of as a candidate for mayor of that city.

Mr. S. A. Harris has resigned his position as president of the Northwestern National Bank of Minneapolis to accept an interest in the extensive grain business of F. H. Peavey & Co.

## DOTS AND DASHES.

Forest City, Iowa, is to have a flax palace this fall.

It is claimed that Saline county, Kan , will harvest 2,500,000 bushels of wheat.

Corn is doing well in most all sections of Iowa, but the crop will fall short of last year's crop.

Bucket shops are again being established in Pittsburg and throughout Ohio and Pennsylvania.

The barley crop in California is expected to be about 25 per cent. smaller than last year; quality good.

It is reported that considerable rye and wheat in Southwest Kansas suffered for want of machinery to cut it.

Reports from Minnesota state that corn is rotting in the ground in some fields in consequence of the heavy rains.

During the five months ending May 31, Philadelphia exported 14,966,660 bushels of grain, which is 22 per cent. of the total exports.

Reports from Monitoba state that the wheat acreage is 800,000 acres, an increase of more than 20 per cent. over last year. The condition is reported as excellent.

A strong effort is being made by New York malsters to have the duty on barley, which is fixed by the McKinley Bill as amended at 25 cents a bushel, reduced to 20 cents.

Three carloads of white winter wheat from the state of Washington, the first consignment of about one hundred carloads, arrived at the Sawyer elevators, West Superior, Wis., July 5.

Late reports from Stoughton, Wis., state that "wheat and barley are being destroyed in this section by chinch bugs that have made their appearance within the last two weeks in countless numbers."

The Kansas State Board of Agriculture reports the condition of corn at 90; oats, 65; barley, 70; broom corn, 89; flax, 60; tame grasses, 82; millet, 80; potatoes, 75; prairie grass, 85; apples, 72; peaches, 67.

It is now said that the present blight upon the oats crop is due to a fungus growth eating away at the roots. In some localities it is estimated that the oats crop will not be one-third its usual yield.—*Dispatch, York, Pa.*

The Division of Entomology of the United States Department of Agriculture will import some living specimens of *Semiotellus nigripes*, a Russian parasite of the Hessian fly, in order to endeavor to acclimatize it in this country.

On June 28 E. L. Rogers & Co. sold the first carload of this year's crop of winter wheat on the Philadelphia market. It was grown in Sussex county, Del., and was equal in quality to No. 2 red. The Luxury Mills paid 94 cents per bushel for it.

The flax receipts at Chicago during the first six months of this year, according to inspector's report, aggregated 591,000 bushels, against 244,000 bushels for the same months last year. The shipments were 714,412 bushels, against 453,347 bushels for same months last year.

Chicago shipped during the month of June 410,854 bushels of wheat, 9,208,589 of corn, 8,685,175 of oats, 402,945 of rye, and 207,663 of barley, against 696,676 bushels of wheat, 8,440,963 of corn, 6,368,492 of oats, 171,186 of rye, and 87,927 of barley for June, 1889.

The Kansas and Nebraska Grain Dealers' Elevator Association will hold a meeting at Lincoln, Neb., Thursday, July 31. Every elevator owner or lessee doing business in either of these states, should become members of this association, and thereby advance his own business interests.

During June Chicago received 198,208 barrels of flour, 563,142 bushels of wheat, 10,569,296 of corn, 6,900,050 of oats, 302,147 of rye, and 346,564 of barley, against 300,005 barrels of flour, 338,799 bushels of wheat, 6,754,950 of corn, 4,388,670 of oats, 72,579 of rye, and 88,249 of barley for June, 1889.

An exchange contributes the following "best rule for measuring corn in the crib: Multiply the length, breadth and height together in feet to obtain the number of cubic feet. Multiply this product by four, strike off the right-hand figure, and the result will be the number of shelled bushels in all, very nearly."

Ocean freights are very low, and large purchases of corn are being made daily to furnish freight or ballast for ships, but it must not be forgotten that an increased movement of flour, wheat, corn and oats, all of which are now being bought for export, would give freight a large advance. Now the freight on wheat is 2 cents to 3 cents per bushel. It was 13 cents in January last.—*Toledo Report.*

The Senate Finance Committee has agreed to leave the flax schedule in the McKinley Bill as it came from the House. It is claimed that the reduction in the price of barley would be for the benefit of the English syndicates that have purchased most of the breweries in this country, but a cut of one half has been made.

The grain aphis, or plant louse, is doing a great deal of damage to the crops throughout Central and Southern New York. The crops chiefly suffering by the pest are oats and rye. In many cases fields of these grains that had come up luxuriant and promising have been entirely blighted, and the farmers are plowing the fields up and planting them with other crops.

The Milwaukee *Sentinel* is confident that that city will one day be a great wheat market. It says: "The wheat is sent here, and samples taken on 'Change. The millers buy their supplies from these samples, and have the wheat sent direct to their mills, where it is consumed without being heard of in the elevators. We expect to see the day when Milwaukee will be the largest wheat market in the world."

The Missouri State Board of Agriculture in their July report say: "Never in the history of the state has there been so poor an oat crop harvested as the present one. The Texas oat louse has spread all over that portion of the state east and south of a line drawn from the northeast to the southwest corner, and in all that region has done an enormous amount of damage, completely ruining a large portion of the crop."

The San Francisco receipts of wheat and flour (reckoned as wheat) from July 1, 1889, to June 11, 1890, compare as follows with those for the preceding harvest year: 1889-'90, 18,997,296 centals; 1888-'89, 17,763,456 centals. Exports of wheat and flour reckoned as wheat from July 1 to June 25, compare as follows with those of the preceding harvest year: 1889-'90, 16,726,147 centals; 1888-'89, 15,775,733 centals.

Advices from Winnipeg, Man., state that the provincial government crop bulletin states that all the grain and root crops are in excellent condition, and give promise of an unusually large yield. The acreage under crop with cereals in Manitoba is 1,063,047, of which 746,058 acres is in weat, 235,584 in oats, 66,035 in barley, and 14,420 in flax. The increased acreage under cultivation is over 600,000 acres as compared with last year.

A few days since we commented on the reliable character of our inspection force and the uniformity of our grades of grain. Great watchfulness and care in this line meet with daily rewards. Yesterday sales of 100,000 bushels of grain were made to exporters, who paid one-half cent above Chicago corn c. i. f. This is not the result of discrimination against producers, but of the uniformity referred to.—*Toledo Market Report.*

During June 406 cars of winter wheat and 712 cars of spring wheat were inspected at Chicago, against 291 and 231 cars respectively for June, 1889. Of the winter wheat 115 cars graded No. 2, 229 cars No. 3, 57 cars No. 4, and 7 cars no grade, against 53 of No. 2, 169 of No. 3, 63 of No. 4, and 6 cars of no grade for June, 1889. Of spring wheat 448 cars graded No. 2, 173 No. 3, 82 No. 4, and 9 no grade, against 126 No. 2, 48 No. 3. 48 No. 4, and 9 cars no grade.

A tariff of switching charges in Iowa has been arranged by the railroad commissioners of that state, and copies of it sent to the managers of all the roads for their guidance. The rates established are as follows: For any distance not exceeding one mile, $1 per car; for any distance of one mile and not more than two miles, $1 50; for any distance in excess of two miles and not more than three miles, $2; for any distance in excess of three miles and not exceeding four miles, $2.50.

The Philadelphia *Record* of June 28 says: "Yesterday Detectives Miller and Tate arrested W. W. Smith of No. 1134 South Front street on the charge of obtaining money by false pretense. Smith is a grain broker. Arrest was made on a warrant from Lancaster. He is said to have sold a carload of grain to a resident of that city, who claims that the quantity was much less than the weight named in the bill of lading. Smith was held in $600 bail by Magistrate Smith to answer at the August term of the Lancaster court. Mr. Smith in his own defense states that the car of grain was shipped to the Lancaster party on the original invoice that he received from the original shipper of the grain." The rest of this grain was probably scattered along the track by a leaky car or stolen at point of transfer. The shortage abuse must be abolished.

The *Chicago Bulletin* in a very proper and persuasive way advises interior dealers to send their wheat to Chicago. The editor has a perfect right to do that, and he has done it very well. But we have to say that Toledo is the natural lake market for winter wheat. Toledo is where buyers come for the best grades of such wheat, and there must be buyers to make a market. Our inspection system is as uniform and reliable as any on earth, and also as fair to the farmer or dealer. The terminal charges here are at minimum rates, and Toledo expects to become the winter wheat center of the lakes, on this crop, as usual.—*Toledo Market Report.*

## JULY CROP REPORT.

The July winter wheat report of the Department of Agriculture represents the crop as harvested in all but the more northern latitudes. It shows some advance in condition where it was lowest in June, in Michigan, Indiana, Illinois and Missouri, and slight decline in Ohio, Kentucky, the Pacific coast, and in the Southern states. The general average is 76 2, against 78.1 last month, and the reduction is mostly in the non-commercial districts. The commercial supply states, taken together, make nearly the same average as in June. The spring wheat average has advanced from 91.3 to 94.4. The averages of the principal states are as follows: Wisconsin, 93; Minnesota, 98; Iowa, 95; Nebraska, 88; the Dakotas, 94; Montana, 83; Colorado, 90; Washington, 93. Taken together, the winter and spring wheat makes an average of 82.1, instead of 82.4 last month. The returns from the South are very unfavorable, indicating scarcely more than half a full crop. The vitality of the crop was greatly impaired by March frosts. The aphis has been very prevalent on the Atlantic coast, and saturating rains have been injurious. These causes have produced a shortening of the straw and shriveling of the grain, with an unusual prevalence of rust, the fly and chinch bugs. After the injury from frosts that followed the lush growth of a mild winter, the crop fell an easy prey to all the plagues that infect it. A heavy reduction in condition during June is reported in Kentucky's yield, and the quality shown by the thresher is worse than was anticipated. The plants are thin on the ground, the heads light, the berry shriveled. Ohio and West Virginia make slight reductions.

In Michigan, Indiana, Illinois, Missouri and Kansas the least injured fields manifestly improved during the last month and promised better results in threshing, while the badly winter killed were worse blighted and more chaffy than was expected. The average was slightly advanced in all these states. The wide range of local condition increases the difficulty in reporting a true average, which may be more closely approximated after threshing. In some counties the grain is reported better than was anticipated. Some counties in Kansas claim 16 bushels, some 20 per acre, and one reports the best crop ever grown in quality and yield, while others admit damage and disappointment.

Spring wheat in the Mississippi River states has had abundant moisture, while there is considerable complaint of drouth in the Missouri valley. A small increase in the area of corn is reported of about six tenths of 1 per cent. The largest proportional extension is in the Northwest. There has been nearly 1 per cent. increase in the South.

The condition of corn averages 93.1 per cent. It is lowest in the eastern part of the Ohio valley, and relatively high in the corn-growing states further west. The Southern states generally report above 90.

There has been a severe decline in the condition of oats, which has fallen from 89.8 to 81.6. It has been heaviest in the cotton states, and is quite severe in the Ohio valley. In the South, where winter oats are grown, rust has greatly injured the crop. In the West the aphis has sapped its vitality, and rust has followed. Straw is short and the head chaffy.

The condition of rye is 92, nearly the same as the last report.

Barley has advanced from 86.4 to 88.3.

The average of potatoes has not appreciably increased. The average condition is 91.7. It is lowest in Missouri, Kansas, Nebraska and Colorado.

The condition of pasture is high, averaging 96.

# WATERWAYS

The [illegible] Canal was broken in several places recently by a cloud-burst over the Coshocton valley.

All of the [illegible] bushels of wheat which went down with the steamer Chenango, of Erie, has been recovered, as the vessel has been raised and will be repaired.

The Senate River and Harbor Bill provides for the purchase of the Portage Lake Canal. The government should have secured control of this canal years ago.

Some time ago the Canadian steamer Roseisle left [illegible] on her contract to carry six loads of corn to Kingston at [illegible] cents. Chicago vessel men cannot see [illegible] the expenses, being compelled to come up [illegible].

A [illegible] was launched recently by the Montreal [illegible] Company at Kingston, Ont., which has [illegible]

[illegible]

A. G. Menocal, chief engineer for the Nicaragua Canal, arrived at New York July 1 from Nicaragua. He said: "Work is progressing rapidly. Greytown harbor is nearly [illegible]

[illegible]

[illegible] appropriated for the completion of the improvements at the Sault Ste. Marie Canal and the Hay Lake Channel of the St. Mary's River. Voting piecemeal appropriations is simply courting extra expense, and while the work is a necessity to commerce, the earlier it is finished the better. Instead of stoppages in the work being [illegible] lack of funds, the full amount of the [illegible] to be placed in the hands of the g[illegible] that contracts might be closed and [illegible] pushed.

# Fires, Casualties, Etc.

[illegible] has been burned.

[illegible] at [illegible] City, [illegible], has been burned.

A grain elevator at Decatur, [illegible], was burned July 4. Loss $10,000.

[illegible] was burned recently. Loss $100,000.

An elevator at Leavenworth, Kan., has been burned. Loss $10,000.

The [illegible] Elevator at Geneva, Neb., was badly damaged by a wind storm June 25.

The smokestack of the Koehler Elevator at Geneva, Neb., was blown down June 25.

The brewery of the D. & K. Brewing Company at Boonville, N. Y., has been burned.

Bosworth Bros., grain dealers of Putnam, Conn., recently sustained loss by fire. Insured.

[illegible] brewery at Montreal, Que., was recently damaged by fire. Loss $[illegible]; fully insured.

J. L. Thompson's grain elevator at Lemont, Pa., has been burned. Loss $[illegible]; insurance $[illegible].

[illegible] of the grain commission firm of Whitcomb & Roots, Cincinnati, Ohio, is dead.

The grain elevator at DeWitt, Ill., on the Illinois Central, was demolished by a wind storm June [illegible].

The cotton-seed oil works of [illegible] at Lower Canton, Mo., has been burned. Loss $10,000.

The Salt Lake Brewery, Salt Lake City, Utah, was [illegible]

[illegible] elevator at [illegible], Minn., was burned July [illegible], together with all its contents. Loss $[illegible]; partially insured.

[illegible] at Philadelphia was damaged by fire July [illegible]. Loss [illegible].

The large rice mill at [illegible] Crossing, La., belonging to Bush & Williams, was completely destroyed by fire June 25.

An elevator at Nemaha, Neb., was struck by lightning recently and burned, together with contents. Loss $[illegible]; insurance $[illegible].

[illegible]

[illegible] died recently from the effects of a paralytic stroke.

[illegible]

for $5,000. The elevator was insured for $1,000. Two cars loaded with grain alongside the elevator were [illegible]

[illegible]

At Sheffield, S. Dak., a small cyclone must have occurred June 25. The large grain elevator [illegible] John Blair was blown down. It contained [illegible] of wheat belonging to Mr. Blair [illegible] Berger and 300 belonging to [illegible]. All the grain had been bought [illegible]. Loss $[illegible].

[illegible]

[illegible] deceased was a member of the well-known [illegible] Co., which at the time it went out of [illegible]

[illegible]

## ELEVATOR AND GRAIN NEWS

Jonesville, Ill., will have an elevator.

An elevator is to be erected at Madison, Ill.

Dallas, Tex , is doing a large grain business.

A. C. White, grain dealer at Hoag, Neb., has sold out.

Alamosa, Colo., will have a new flouring mill and elevator.

Robert Warren & Co., dealers in wheat, Ch'cago, failed June 11.

J. W. Cowan, Burgaw, N. C., contemplates erecting a rice mill.

A cotton-seed oil mill will probably be erected at Alvarado, Tex.

Helmick & Co. are rebuilding their elevator at Belleflower, Ill.

G E. Macy will probably establish a rice mill at Orlando, Fla.

Plans are drawn for the erection of a large elevator at Decatur, Ill.

Willard H. Jones of Wilcox, Neb., has sold out his grain business.

Brody & Williamson, grain dealers at Mark Lane, Ont., have dissolved.

E. F. Verry of Armington, Ill., is rebuilding his elevator driveways.

The farmers in the vicinity of Alexandria, Minn., will build an elevator.

Lyon & Bishop have purchased the Griffin broom factory at Griffin, Ga.

O'Conner Bros. are dealing in grain, lumber, etc., at Washington, Iowa.

O H. Allen of Toronto, has decided to start a brewery at Revelstoke, B C.

J. A. K. Drummond, High Bluff, Man., intends erecting an elevator there.

Carlisle & Bliss are having hopper scales put in their elevator at Downs, Ill.

The Ogilvie Milling Company are building a new elevator at Winnipeg, Man.

Galloway & Goucher, grain warehouse men, McMinnville, Ore., have sold out.

Charles W. Knox has sold out his coal, hay and grain business at Oakland, Cal.

An elevator with a capacity of 60,000 bushels is to be erected at Harrisburg, Pa.

H. A. Blake of Melrose, Fla., will rebuild his rice mill recently destroyed by fire.

Two grain elevators will be built at Baltimore, Md. Estimated cost is $500,000.

The Farmers' Alliance of Monroe, N. C., contemplate erecting a cotton-seed oil mill.

About 100 cars of grain were shipped from Stanford, Ill., during the month of May.

T. J. Davis & Co., Savannah, Ga., dealers in grain and hay, have dissolved partnership.

L. F. Burks, Tuscaloosa, Ala., wants estimates on machinery for a cotton-seed oil mill.

A new 100,000-bushel elevator is building at Argentine, Kan. It will cost about $30,000.

Mr. Millan of Hillsburg, Ont., is putting cleaning machinery in his new grain elevator.

The Orangeburg Oil Mill Company, Orangeburg, S. C., will operate a cotton-seed oil mill.

Washburn & Woodward, grain dealers at Fitchburg, Mass., have dissolved partnership.

A cotton-seed oil mill, ginnery and fertilizer factory has been located at Tredegar, Ala.

It is stated that a stock company has been organized to erect a brewery at Jacksonville, Fla.

Culver, Phillips & Co., grain and coal dealers at Hanover, Mass., have dissolved partnership.

Alliance people are to build a warehouse and probably a cotton seed oil mill at Bamburg, S. C.

The contract for the erection of the Planters' Oil Mill at Monroe, La , has been let for $11,800.

Some Baltimore capitalists are talking of erecting an oil mill and guano factory in Montezuma, Ga.

Three elevators will be erected at Boissevain, N. W. T., this fall, if the crops turn out good. A farmers' union elevator in connection with their mill; one by the Ogilvie Milling Company, and one by the Lake of the Woods Milling Company.

The grain business at Carlock, Ill., changed hands July 1, P. C. Carlock succeeding F. L. Churchill.

W. E. Milner & Co., groceries and grain dealers of Brompton, Ont., have dissolved partnership.

The farmers about Rocky Ford, Colo., are agitating the subject of building a large grain elevator.

G. W. Crane of Minneapolis is shipping a quantity of elevator machinery to various points in Iowa.

C. P. Blackburn & Co., Baltimore, Md., want elevator buckets, conveyors, etc., for grain warehouse.

The Dillon Lumber and Grain Company, Dillon, Mont., have sold their local yard and moved to Missoula.

D. J. Bartlett, Memphis, Tenn., wants prices on machinery for elevator to be built at Greenville, Miss.

The St. Louis United Elevator Company has paid a semi-annual dividend of two and one-half per cent.

It is said a grain elevator with a capacity of 150,000 bushels will be built at Alamosa, Colo., this season.

The firm of Rogers and Musselman, grain dealers at Fairfield, Pa., has been changed to Rogers & Smith.

R. A. Jones is endeavoring to organize a stock company to establish a cotton-seed oil mill at Gaffney City, S C.

E. C. Sale of Dewey, Ill., has gone into partnership with A. D. Ricketts, in the grain business at Fisher, I l.

Jas. N. Henry of Chatham, Ont., will build new warehouses on the C. P. R. at North Glencoe and Newbury.

The Walkerville Brewing Company of Walkerville, Ont., has been incorporated, with a capital stock of $95,000.

F. Von Schluembock of Perry and a Galveston party will erect a cotton gin and cotton-seed oil mill at Roddy, Tex

A contract has been given the Crane Company, Minneapolis, for a 30,000-bushel grain elevator at Manvel, N. Dak.

The Milledgeville Oil and Fertilizer Company, Milledgeville, Ga , will, it is stated, double the capacity of its mill.

The firm of Kunz & Bleser, brewers, Manitowoc, Wis., has been changed to the Schreihart Brewing Company.

A. C. Davis & Co., Topeka, have bought Hanson Griggs' line (24) elevators on the C. R. I. & P. R. R. in Kansas.

A ten or twelve ton cotton-seed oil mill and fertilizer factory will be built at Alexandria City, La , by W. W. Robinson.

The Farmers' Alliance of Richmond and Burke counties contemplates erecting a cotton-seed oil mill at McBean Depot, Ga.

Members of the Linseed Oil Trust Company have stated that they will not erect a mill in Duluth, Minn., before 1891.

John Blackman, a former Aberdeen, S. Dak , grain dealer, disappeared from that city, leaving debts aggregating $2,000.

A. N. Prichard, J. V. Carpenter, J. C. Huey and others have incorporated the Prichard Oil Company at Mannington, W. Va.

Owen Brining of Stanford, Ill., purchased the grain office and cribs of L. A. Vasey of Leroy, Ill., and took possession July 1.

The Claflin, Kan., wheat buyers have paid out $310,000 to the farmers of the surrounding country for wheat since last harvest.

The Harvard Malting and Elevator Company at Harvard, Ill., has been incorporated, to buy and sell grain. Capital stock $50,000.

A milling company in Manitoba recently placed an order with G. W. Crane, Minneapolis, for five horse power elevator outfits.

G. W. Crane, manufacturer of elevator machinery at Minneapolis, reports business very good, and a large number of orders on hand.

The Planters' Oil Mill Company, Monroe, La., previously reported as to build a cotton-seed oil mill, will operate a fertilizer factory.

Salina, Kan., is to have an elevator with a capacity of 1,000,000 bushels, and large enough to handle 75,000 bushels of grain per day.

The Taylor Cotton-Seed Oil and Gin Company, Taylor, Tex., has recently been organized. Capital stock $60,000. J. E. Tucker is president.

G. Hastings and S. A. McGaw of Keewatin, Man., are in Portage la Prairie looking up a site for a new elevator at that point. This will make the number five for the Portage

The Crane Company, general contractors, of Minneapolis, are building a grain elevator of 100,000 bushels' capacity. a warehouse and cold storage building at Ashland, Wis , for the Northern Grain Storage Company. About 300 men are being employed at present on the various contracts.

The firm of A. W. Harris & Co., dealers in grain, coal, etc., Sibley, Iowa, has been dissolved. A. W. Harris will continue the business.

It is reported that T. C. Montague has purchased the grain elevator of the Central Elevator Company, Chattanooga, Tenn., for $20,650.

The Herington Grain and Mill Company, Herington, Kan., the successors of Messrs. Calkins, Bunt & Co., are going to build an elevator.

The Lake Superior Elevator Company of Duluth, has secured control of the Northern Pacific and Red River Valley Elevator Companies.

The Portage Milling Company will erect a new elevator at Portage la Prairie, Man., this summer. It will have a capacity of 50,000 bushels.

G. S. Mower, L. N. Floyd and others have incorporated the Newberry S. C.) Cotton-Seed Oil Mill and Fertilizer Company. Capital $30,000.

The flat grain warehouses at Eureka, Roscoe, Hillsview and several other towns west of Aberdeen, Dak., will be changed to elevators.

M. L. Donaldson, Greenville, S. C., wants prices on complete outfit for a cotton-seed oil mill with capacity for 1,000 bushels of seed per day.

A cotton-seed oil mill to cost not less than $25,000, and to have a daily capacity of fifty tons, will be built at Tyler, Tex., by H. H. Rowland.

The St. Martin's Oil Works, Limited, has been incorporated, and will manufacture cotton-seed oil, fertilizers, bagging, etc., at St. Martin's, La.

The contract for building the cotton-seed oil mill and fertilizer factory of the Whigham Manufacturing Company of Whigham, Ga., has been let.

G. W. Crane of Minneapolis recently furnished machinery, engine, boiler and supplies for Bannan Bros.' grain elevator at Sioux Center, Iowa.

A large warehouse, which will be partially used for storing grain, is being built at Venice, Ill., by the Jones-Pope Produce Company of St. Louis.

The grain-buying firm of Hicks Bros., Council Hill, Ill., will discontinue their business until fall, when they will resume business more extensively.

A stock company will probably be organized to build a cotton-seed oil mill at Cleburne, Tex. The secretary of the Board of Trade can give information.

W. S. Kennedy, Charleston, W. Va , is in the market for an 8 or 10 horse power engine, belting, elevator buckets, cleaner, scales, etc., for a grain elevator.

Samuel Boykin and others have organized the Wateree Cotton-Seed Oil Mill Company, to erect a gin, grist and oil mills at Camden, S. C. Capital $25,000.

F. M. Cockrell, principal stockholder and president of the Dallas Grain Elevator Company, Dallas, Tex., is building four elevators in the Panhandle, Tex.

C. G. Peterson, Barrett, Minn., has placed his order with G. W. Crane, Minneapolis, for machinery for a complete grain elevator of 20,000 bushels' capacity.

Martin, Mitchell & Co will build four elevators along the lines of the N. P. & M. R., and also an elevator at each station on any extensions that may be made.

The Farmers' Elevator Company has been incorporated at St. James. Minn., with Frank Goodwinshall as president and J. E. Grogan secretary. Capital $10,000.

A stock company has been organized to purchase the ice factory of the Louisiana Ice Manufacturing Company, New Orleans, La., and convert same into a brewery.

It is stated that B. Savoie, Point-a-la-Hache, La , has sold the Empire Rice Mill to L. Schayot and Cyril Martin, who will put in new machinery and operate same.

Bean & Wills, Morrilton, Ark., want specifications and net cash prices on complete plant for cotton-seed oil mills of forty and fifty tons' capacity per twenty-four hours.

The Alliance will establish an oil mill and guano factory at Boston, Ga. The company will be capitalized at a limited amount, with the privilege of increasing to $50,000.

Rowe & Co., at Atalissa, Iowa, have purchased the elevator at Wilton Junction, Iowa, formerly operated by Johnson Bros. Johnson Bros. will erect a new elevator soon.

The North Alabama Development Company at Riverton, Ala (P. O., Chickasaw), can give information concerning the contemplated erection of a grain elevator at that place.

J. W. English, J. L. Brown, G. W. Parrott and others have incorporated the Piedmont Broom Company, to manufacture brooms, near Bolton, Ga. The capital stock is $10,000.

With regard to the Seattle Warehouse and Elevator Company, lately formed at Seattle, Wash., the Walla Walla *Union* says: "We are informed by Manager Austin that the company will be prepared to make advances to farmers preparing for and during harvest. There is no reason why Seattle should not be the ship-

ping port of a large portion of the famous Walla Walla wheat, or why the Seattle Elevator Company should not do a large share of that shipping."

The Farmers' Elevator Company of St. James, Minn., have incorporated, with $10,000 capital stock. Frank Goodwinshall is president, and J. E Grogan secretary of the company.

The Lake of the Woods Milling Company will erect ten or twelve grain elevators this year, with a capacity of 30,000 bushels each. The locations have not yet been decided upon.

The Farmers' Warehouse Company, whose principal place of business is at Orland, Colusa county, Cal., has been incorporated. The directors are L Scearce, A. L. Hall and others.

The Crane Company, contractors and builders of grain elevators, Minneapolis, are building a complete grain elevator for Mr M. Schoonmaker, Reynolds, Ill., 30,000 bushels' capacity.

G. B. Clarke of Mobile, Ala.; L. P. Hart, S. J. Whiteside and others, have incorporated the Central Brewing Company, to erect a brewery at Savannah, Ga. The capital stock is $100,000.

The Farmers' Alliance will organize the Ocmulgee Oil Mill and Fertilizer Company and build a cotton-seed oil mill and fertilizer factory of twenty tons' daily capacity, at Hawkinsville, Ga.

The St. Anthony and Dakota Elevator Company are building a 30,000-bushel grain elevator at Childstown, Dak. The C ane Company of Minneapo'is has the contract to do the work.

Martin Mitchell & Co. of Manitoba have placed orders with G. W. Crane of Minneapolis for a line of elevator machinery and supplies, as also Messrs R. Muir & Co. for some special cleaners.

The Farmers' Alliance of Sumter, S. C., are organizing a company to build a cotton-seed oil mill, fertilizer factory and cotton ginnery, and will probably be in the market for machinery shortly.

The Central City Distilling Company of Peoria, Ill., has been incorporated, with a capital stock of $200,000. The incorporators are Edward Spellman, Geo. E. Spellman and Timothy C. Spellman.

A company with a capital stock of $75,000, is to be organized by H G. Damon and others, to erect a cotton-seed oil mill at Corsicana, Tex. Work will be commenced as soon as $35,000 is subscribed.

A $30,000 elevator is to be built by the Joseph Walton Coal Company in Memphis, Tenn., to be completed by Aug. 1. The company was recently organized by C. A. Andrews, J. M. Bowen, and others.

The firm of Graves & Rockwell, Buffalo, N. Y., grain commission merchants, was dissolved during the latter part of June, Mr. Rockwell withdrawing. Mr. C. B. Graves will carry on the business alone.

The Lyman-Ayrault failure of Dalton, N. Y., has been carried into court. The liabilities are $280,000 and assets about $50,000. Banks at Batavia, Warsaw and Attica are trying to prove the assignment as fraudulent.

The Bear Hill Log-cabin Distilling Company of Ind'an Springs, Ind., has been incorporated with a capital stock of $100,000, and with the following directors: Henry Zumfelde, Samuel T. Furgason and Robert Stu.tzkoff.

A Philadelphia syndicate, including James S. Cochran, C. F. Zimmerle and others, contemplates the erection of a cotton seed oil mill near Charleston, S. C., using in the manufacture a new process of cleaning the lint from the seed.

The Crane Company, builders of grain elevators at Minneapolis, are completing some elevator work for the St. Anthony and Dakota Elevator Company, and also for G. W. Porter at Wilmot and Millbank, S. Dak.—in all, four elevators.

Messrs Steffe & Ryman of Ashton, S. Dak., have placed an order with G. W. Crane of Minneapolis for fifty patent band cutters and feeders and a special attachment for threshing machines. The business will amount to about $10,000.

The Crane Company of Minneapolis, contractors and builders of grain elevators, are building a steam elevator at Park River, N. Dak., of 50,000 bushels' capacity for Messrs. Cargill Bros. It will be a cleaning elevator of the most modern design.

Work has been commenced on the big elevator for the Harter Milling Company. The elevator will have a capacity for 500,000 bushels of grain, and will cost $75,000. They expect to make Fostoria, Ohio, almost as much a shipping point as Toledo.

W. C. Albertson ordered his trades on the Chicago Board closed June 17. During his absence a dishonest clerk "plunged" in his name to the extent of a quarter of a million bushels of wheat, it is said, and when the market went against him, left the country. Mr. Albertson's loss is said to be about $250,000.

The Lake Superior Elevator Company of Duluth, Minn., have for several months been maturing a plan for purchasing a majority of the stock of the country elevators along the Northern Pacific and Great Northern Roads. The articles of incorporation have been amended so as to place the limit of indebtedness at $1,500,000. The company will divert as much as possible of the grain supply of the Northwest to Duluth.

The Occidental Mill Company of Minneapolis are putting a cornmeal system in their mill. Special machines are being ordered from the Case Company of Columbus, Ohio, and the general repair work is being done by G. W. Crane of Minneapolis.

The Midland Elevator Company of Minneapolis, filed articles of incorporation June 27, with a capital stock of $150,000. Their elevator will be in Minneapolis. Clarence W. Hall, Charles F. Deaver, and Arthur W. Ellestrad are the incorporators.

R. F. Lyon's elevator at Carberry, Man., is being overhauled. The storage capacity will be increased about 65,000 bushels, a brick engine house will be built and a 25 horse power engine will be put in. Modern cleaning and elevating machinery will be added.

The Central Elevator of Minneapolis, Minn., until recently operated by F. H. Peavey & Co., has been leased by the North Dakota Elevator Company, of which A. J. Sawyer is a heavy stockholder. It will continue to be run as a private house. Its capacity is 300,000 bushels.

The council of the Winnipeg Grain Exchange having been asked for a ruling as to the liability of a purchaser of grain for exchange to a point of exchange, has made a rule that the money is payable at the point of delivery of the goods, unless special arrangements are made in the contract

E. M. Van Tassel & Co., proprietors of the large grain warehouse and elevators at New York, have dissolved partnership. Trouble has arisen over the adjustment of accounts, and C. B Hillhouse, junior partner, has carried the dispute into court, claiming to be entitled to over $100,000 in the division.

The Elmwood, Neb., elevator case, in which certain citizens at Elmwood claimed the right of erecting an elevator on the right of way of the Missouri Pacific and won in the Supreme Court of the state, has been appealed to the Supreme Court of the United States by Attorney Orr of the Missouri Pacific.

The City of Chicago Grain Elevator Company (limited) has taken out licenses under the state law to conduct seven elevators (the old Munger-Wheeler system) and given bonds in each elevator in the sum of $10,000. The warehouses are known as the Galena, Iowa, Fulton, City, Union, Air Line and St. Paul.

Harvey & Henry of Buffalo, N. Y., purchased the wheat cargo of the steamer Chenango, which burned and sank off Erie with 45,000 bushels on board. The steamer is still under water, but 3,000 bushels of grain per day is raised by means of a steam pump. The wheat will be dried for chicken feed, making a more valuable commodity than if it were ground into mill feed.

# Press Comment.

### DEATH OF GRAIN GROWERS' UNION.

The Grain Growers' Union is another visionary scheme of the farmers. This time it had it origin in Nebraska. It proposed to appoint its own agents to sell wheat and corn direct to those wanting it, and thus do away with the middlemen. It "died a bornin'," and very naturally. Investigation showed that the salaries of the officers would amount to more than the profits on the grain.—*St. Louis Miller.*

### STATE INSPECTION AT OMAHA.

Omaha is now a large grain-receiving point, and her trade in this line could be enormously increased if the legislature will enact a law to compel the inspection of grain. What is wanted is the appointment of a state grain inspector and weighmaster at Omaha to be paid by fees from handlers of grain at this point. Under the present system country shippers, unable to obtain official inspection and weights at Omaha, labor under a disadvantage in getting advances on their shipments, and so avoid this market in favor of Chicago, where an official board of weights and inspection exists. They would naturally give preference to the Omaha market if they could have state inspection. Omaha is undoubtedly destined to become a great grain-receiving point, as is evidenced by the growth of her business in this respect within the past two years, and it is time that provision be made to handle this trade properly, and encourage its growth.—*Omaha Bee.*

### BETTER SERVICE NEEDED.

It has been decided to bring before the Railroad and Warehouse Commission a test case involving the question of shortage in weights with a view to securing an enforcement of the existing law requiring the railroads to deliver all grain received by them for transportation. The matter is one of great interest in produce circles. Hitherto it has been found impossible to obtain from the railroad carrier indemnification in the case of short weight, though the loss sometimes amounts to several scores of bushels in a carload, and occasionally rises into the hundreds. The shipper is obliged to stand the loss whether arising from theft on the road, carelessness on the part of employes of the line, or from any other cause. This renders the business uncertain and opens wide the door for peculation, which would not be practiced if the railroads were held responsible, because the latter would then provide for a strict supervision of the workers. The claim that the railroads could not afford to guarantee quantities without making an additional charge for their services is of no value. It were much better that they should exact a little more for responsible service than to keep on charging present rates and allow the loss in weight to equal more than the whole nominal cost of transportation.—*Chicago Tribune.*

### PUBLIC ELEVATOR MEN AT TERMINALS.

A warehouseman is, like a common carrier, a servant of the state. To do business he must have a license from the state. It is incompatible with this relation to the public that a warehouseman should be a receiver and forwarder of grain, just as it is inimical to public welfare, and therefore against public policy, that a common carrier should be a shipper by his own line. The temptation to abuse such dual relation by the carrier's or the warehouseman's discrimination in favor of himself is so great that it is not tolerable. The substance of the Board of Trade's contention is, first, that grain elevator owners shall not increase storage charges, and second, that such owners shall not act also as commission merchants for the sale and shipment of grain. They have a public character under the statute; let them stick to that.—*Chicago Times.*

### UNIFORM STANDARD GRADES.

It is reported that a bill has been introduced by Congressman Butterworth of this city proposing to establish a uniform grade for wheat, with a view of facilitating inter state commerce in this grain, and the export business. It is not at all likely that any process of legislation can accomplish what the grain exchanges of the country are unable to do in adjusting wheat inspection so as to make a uniform standard for the country any more than a uniform standard could be made for potatoes, for wheat differs so widely in characteristics in different portions of the country as to make a uniform standard of grade a physical impossibility. It would be very nice if the United States, and also all other wheat-producing countries, could arrive at an agreement in line with the proposition referred to, but those familiar with the subject do not see any way by which such an object can be attained.—*Cincinnati Price Current.*

### UNIFORM GRADES.

Mr. Butterworth has introduced in the House of Representatives a bill authorizing the secretary of the Agricultural Department to establish uniform grades for all the exchanges. Some of the newspapers have criticised the bill adversely, because the exchanges cannot agree between themselves. We think that fact commends a suitable bill in that line for the reason that some of the exchanges at the seaboard seem to be interested in a low standard, so as to buy Western grades, and mix them down for export. It has the effect to depress our wheat in foreign markets. Recently a commotion was caused on the New York Produce Exchange by the open complaint of the city millers that the grades of wheat are invariably fixed and standards changed from one crop to another to suit the speculative interest at the expense of city mills There is no difficulty, with intelligence and honesty, in arranging such a system, and we sincerely hope a suitable bill will be passed.—*Toledo Market Report.*

### MARGIN TRADING UNLAWFUL.

This decision [the Illinois Supreme Court's decision upholding the anti-bucket shop law], which is in harmony with previous utterances of the court made upon efforts to enforce option contracts, brands bucket shops as illicit. But it goes further. All mere margin trading, wherever done—that is, all trading which does not contemplate in good faith the actual delivery of the thing dealt in, but settles differences—is branded as gambling, and therefore unlawful. This closing out bucket shops which make no pretense of delivery, affects both the Board of Trade and the Stock Exchange in as far as either countenances mere marginal trading. Both institutions have a legitimate function, and fill an honorable and useful place in the commercial activity of Chicago. But it is clear that under the court's decision in the Jacksonville case they must discard all trading in options where the full delivery of the commodities or stocks dealt in is not contemplated.—*Chicago Times.*

### STATES AND THE WAREHOUSE SCHEME.

If the men who got up the proposed government warehouse plan will stop and think they will see that if any one is to undertake it it should be the state and not the national government. A proposition that the latter take hold of it would meet with vehement opposition from influential quarters. A manufacturing state like New Jersey or Massachusetts, Connecticut or Pennsylvania, would resist taxation for the sole benefit of Western farmers. The owners of the coal and iron mines would ask how they were benefited by having the government running warehouses. In so vast a country, with such diverse interests, agreement would be impossible. Therefore, let Kansas, if it please, build warehouses for corn, Minnesota for wheat, Virginia for tobacco, Kentucky for hemp, the Gulf States for cotton, South Carolina for rice, Illinois for beef, Nebraska for pork, and Ohio for the blooded rams of Messrs. Delano, Harpster, and Lawrence, which they sell in New Mexico. If it was found to work well in one state when applied to its special product, others would adopt it for theirs, and there would be a chain of state warehouses filled with everything grown between the sugar corn and potatoes of Aroostook county and the hops, wool, and salmon of Oregon.—*Chicago Tribune.*

# THE LAW.

### Negligence in Handling Perishable Freight

The fact that a railway company took four days to tran port perishable freight a distance of sixty-four miles raises a legal presumption of negligence, and it will be liable for damage caused the loads of freight under those circumstances.—*St. Clair vs. C., B. & Q. Railway Company, Supreme Court of Iowa*, 45 *N. W. Rep.* 570.

### Note Given for Gambling Debt.

The defense to a note was that it was given in payment of gambling contracts, but the contracts were entered into through a broker, and in his absence the defendant cannot testify as to their being gambling contracts, his only knowledge being what his broker told him.—*Gruby vs. National Bank of Illinois, Supreme Court of Illinois*, 24 *N. E. Rep.* 575.

### Partial Delivery Under Sale.

Where a sale of goods is made to be delivered in specified quantities, there can be no recovery for any part of the price until one complete delivery is made, and there being no complaint on the part of the buyers because the goods were not delivered in time, the sellers will not be allowed to explain why the delay occurred.—*Nightingale vs. Eiseman, Court of Appeals of New York*, 34 *N. E. Rep.* 475.

### Gaming Contracts in Grain.

A firm of brokers brought suit to recover the difference between the buying and selling price of a quantity of corn bought on the Chicago Board of Trade. In answer it was alleged that the contract was a gaming one and void. Such allegations must be supported by affirmative evidence or they will fail, for it is not necessary that grain be always delivered in specie.—*Farnum vs. Pitcher, Supreme Court of Massachusetts*, 24 *N. E. Rep.* 590.

### Inter-State Commerce and Peddler's License.

An ordinance of a Minnesota city requiring one who sells goods for future delivery to obtain a license, and providing a penalty for its violation, is void as regards one who takes orders for a citizen of another state, it being repugnant to that clause of the constitution of the United States giving Congress power to regulate commerce among the several states.—*In re Kimmel, District Court of the United States, District of Minnesota*, 41 *Fed. Rep.* 775.

### Construction of Contract for Shipment of Goods.

A contract for the sale of goods with clause "for shipment within thirty days by steam or sail" does not require a clearance of the vessel within the period allowed for shipment, when the goods sold do not constitute a full cargo; but the contract is satisfied by putting the goods sold on board a vessel bound for the destined port with the intent, in good faith, to have them cleared for the point of destination in the regular course of trade, or in a reasonable time after the shipment.—*Ledon vs. Havemeyer, Court of Appeals of New York*, 24 *N. E. Rep.* 297.

### Power of City to Lease Wharves.

The charter of St. Louis authorizes the setting aside and leasing of portions of the unpaved wharf of that city for special purposes tending to facilitate the trade of the city. The erection, under the sanction of the city, of an elevator to be used in handling grain at the wharf, said privilege to be canceled at any time on six months' notice, and at all times to be under the control and direction of the municipal authorities, is such a use of wharf property as contemplated by the city charter.—*Belcher's Sugar Refining Company vs. St. Louis Grain Elevator Company, Supreme Court of Missouri*, 13 *S. W. Rep.* 822.

### Failure of Telegraph Company to Deliver Message.

The plaintiff brought an action against the defendant telegraph company for damages on account of failure to deliver a message which he sent to a physician in an adjoining town requesting him to come and attend his wife, who was very low. The plaintiff prepaid the message, but neglected to state to the operator, if he knew the fact, that the doctor lived outside of free delivery limits. The message was not delivered for twenty-four hours, and the man's wife was too low for the physician to help on his arrival. The mental suffering caused by the failure to deliver the message was a proper element of damages. The provision on the message blank of a telegraph company requiring all claims for damages to be presented in writing within sixty days is satisfied by the bringing of the suit therefor and service of the process within the time. The fact that the business of a telegraph office is insufficient to justify the employment of a separate operator will not excuse the company from liability for failing to deliver messages. Under these circumstances the case will turn upon the distance that the doctor resided from the telegraph station, and the burden of proof is upon the plaintiff to show that he lived within the half mile limit.—*Western Union Telegraph Company vs. Henderson, Supreme Court of Alabama*, 7 *S. Rep.* 419

### Discrimination in Regard to Sites for Grain Elevators.

There were two elevators at a certain station, and the people petitioned for ground on which to erect another, but the company refused, on the ground that it would be taking the private property of the company for an elevator. The question is, can the railway company grant the right to one or two persons upon certain terms and conditions, and deny it to others upon like terms and conditions. Under the constitution of Nebraska, it cannot grant any exclusive privileges in the facilities for shipping produce.—*State ex. rel. Board of Transportation vs. Missouri Pacific Railway Company, Supreme Court of Nebraska*, 45 *N. W. Rep.* 785.

### Liability for Injury while Loading Vessel.

A longshoreman was engaged helping to load a vessel with flour. He was stationed on the lower deck, when it was quite dark and could not see that the part of the lower deck was not planked over. In lowering the flour he was struck by a load or draft of flour and knocked into the hold, resulting in his death. His representatives are entitled to recover, as it is the duty of the employer to provide for the employe a safe and proper place in which to prosecute his work, and if this duty be entrusted to others, and they fail to discharge it, and in consequence an injury results to another person in the service of the employer, the employer will be liable for the neglect of his vice-principal.—*Hogan vs. Smith, Supreme Court of New York*, 9 *N. Y. Supp.* 881.

### Act of Agent as Act of Principal.

The code of North Carolina, Sec. 1867, provides a penalty for non-shipment of goods within five days from reception. The plaintiff delivered a bale of cotton at the defendant railway company's office, the agent and a man were present, the latter having been in the office for several months doing general office work. The man filled out the bill of lading and signed the agent's name to it without any protest from the agent. The cotton not being shipped within the required time the railroad denied liability on account of the man not being its agent or employe. The knowledge of the agent as to the man's acts in and about the office, was the company's knowledge and it is bound by them.—*Harrell vs. Wilmington W. R. Co., Supreme Court of North Carolina*, 11 *S. E. Rep.* 286.

### Admission of Agent as to Stolen Grain.

Where one suspected that a certain person had stolen a quantity of grain from his granary and had delivered it to the defendant at its elevator, he visited the elevator and inquired as to delivery of grain by the suspected party. The agent of defendant told him that such an amount of grain had not been delivered by the party in question. In an action against the defendant the admission of its agent should be excluded, on the ground that the admissions of an agent only bind the principal, when made and regarding a transaction then pending, and statements made after the grain had been received were not contemporaneous with the act, but was the mere isolated narrative of a closed and past transaction.—*Short vs Northern Pacific Elevator Company, Supreme Court of N. Dakota*, 45 *N. W. Rep.* 706.

### Liability of a Warehouseman to a Shipper.

A decision of interest to warehousemen was rendered by Judge Finn recently in the case of Henry G. Williams et al. vs. G. W. McNear, as follows:

"In this case a lot of wheat was in the course of shipment by plaintiff from Fresno county to the defendant, who is a warehouseman at Port Costa, Cal. Before the shipment was completed a portion of the grain which had been delivered to defendant was destroyed by fire.

"In the course of the shipment plaintiff advised defendant as follows:

" 'We are shipping you for storage 100 tons of wheat, and should like you to have it insured at lowest rates, as we wish to get a loan on it of $20 per ton as soon as it is all shipped. Hoping that this may prove satisfactory, we remain yours respectfully, WILLIAMS BROS.'

"The defendant acknowledged receipt of the letter, and stated that part of the wheat had arrived, and that as the rest came along it would be promptly attended to.

"Plaintiff brings this action to recover the value of the wheat destroyed, the defendant having failed to insure the same as it was delivered to him.

"My opinion is that judgment should be for the defendant, as the letter of the plaintiff refers to a shipment of 100 tons of wheat, and the defendant was entitled to wait until the shipment was complete, unless he received explicit directions from plaintiff to insure each part of the consignment as it was delivered at Port Costa, and this, I must hold, was not done.

"The construction of plaintiff's letter is somewhat difficult, for it is not precise in its terms. I do not, however, think that the defendant should be held liable unless he was clearly negligent of a plain instruction, and the instruction here was not to my mind so plain as to hold him responsible. Judgment for the defendant."


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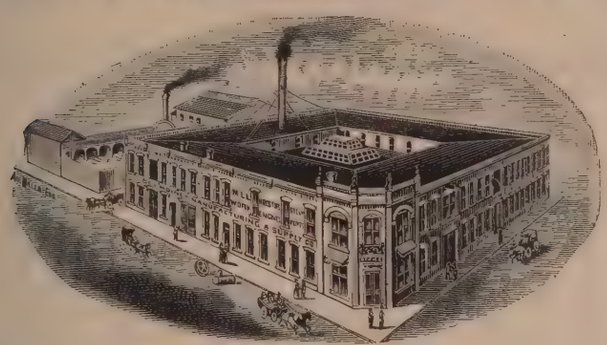

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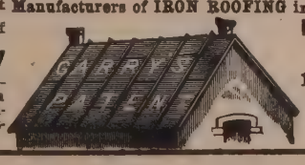


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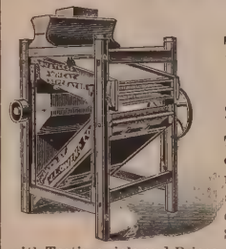

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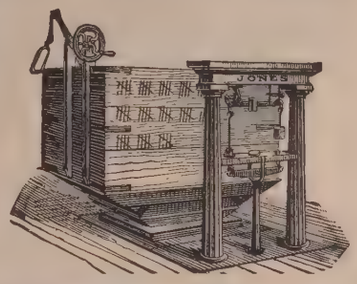


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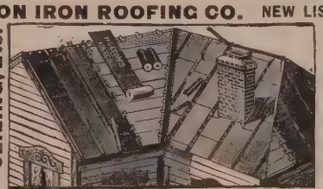

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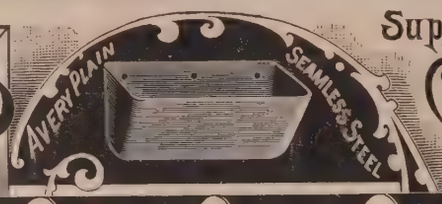


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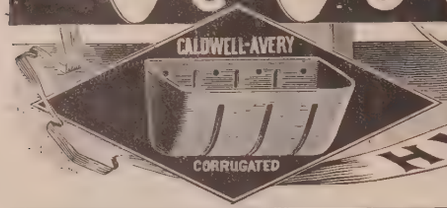


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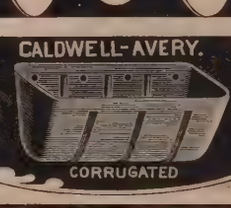


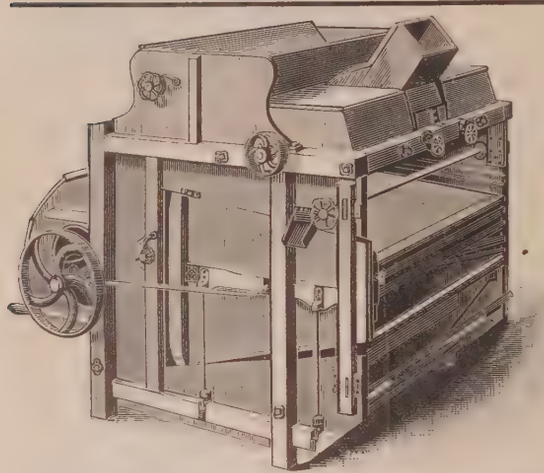

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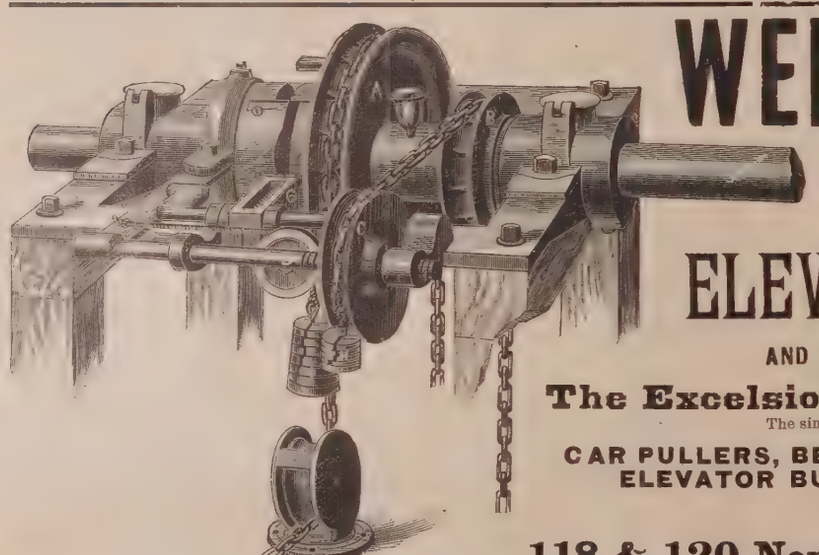

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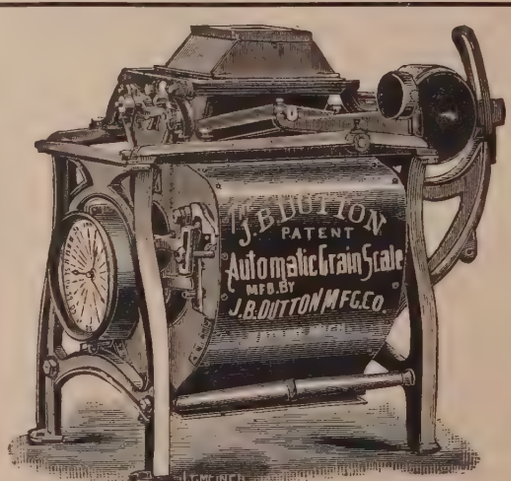


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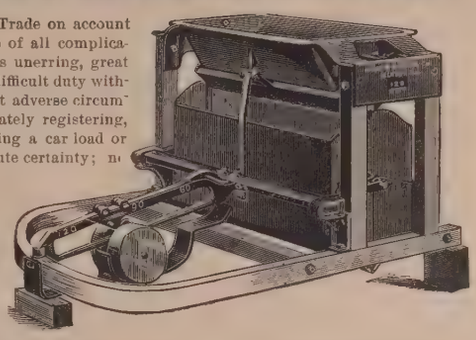

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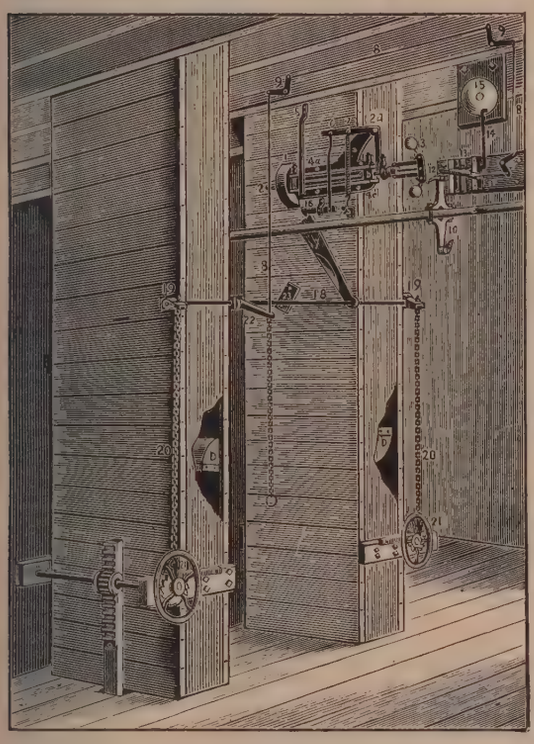

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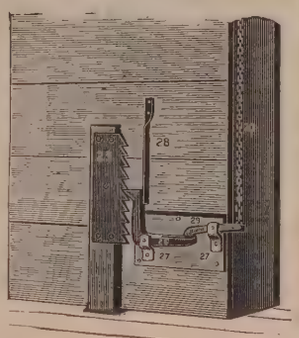

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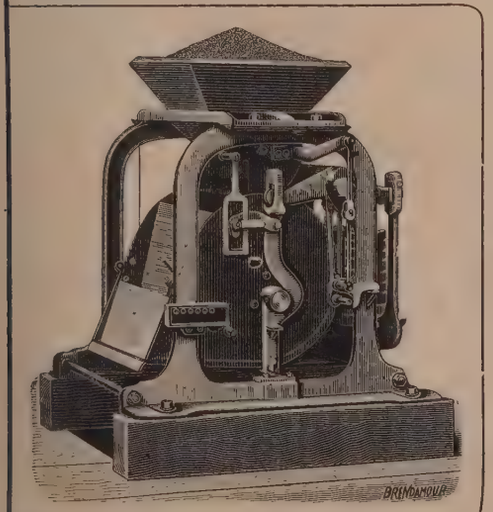

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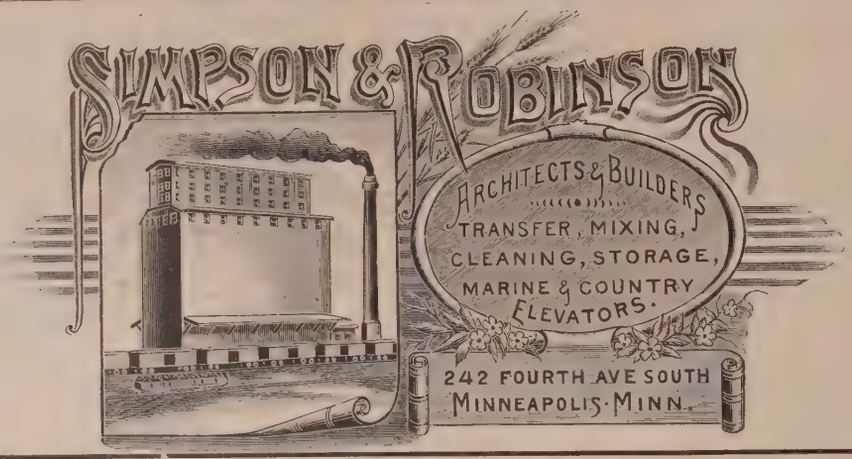


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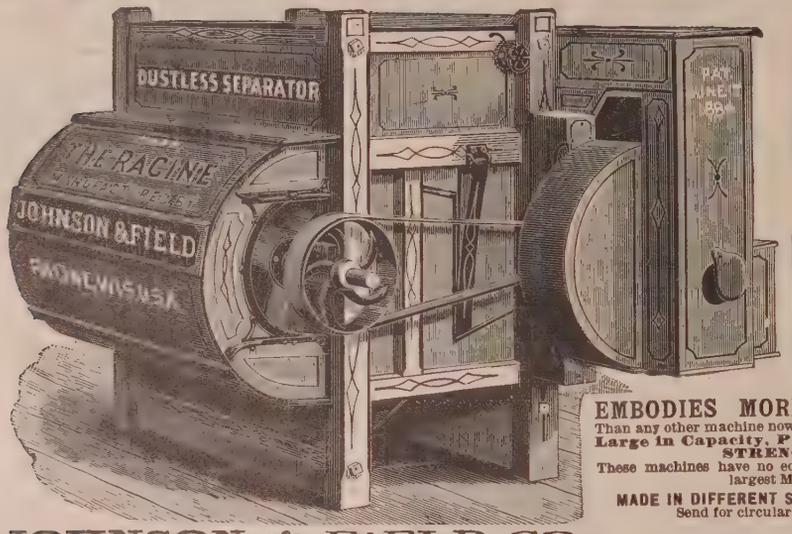


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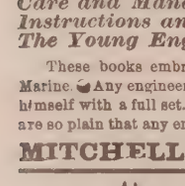

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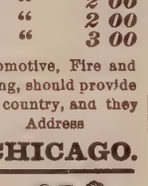

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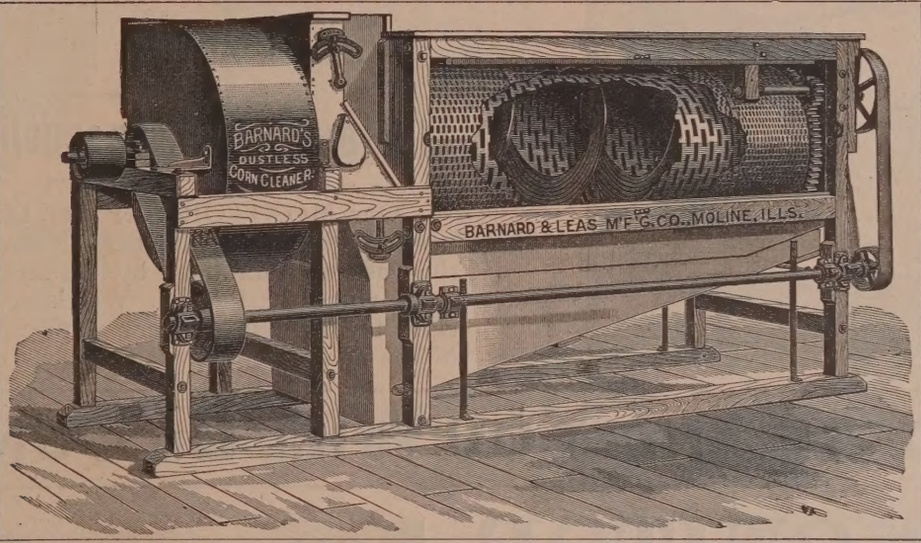


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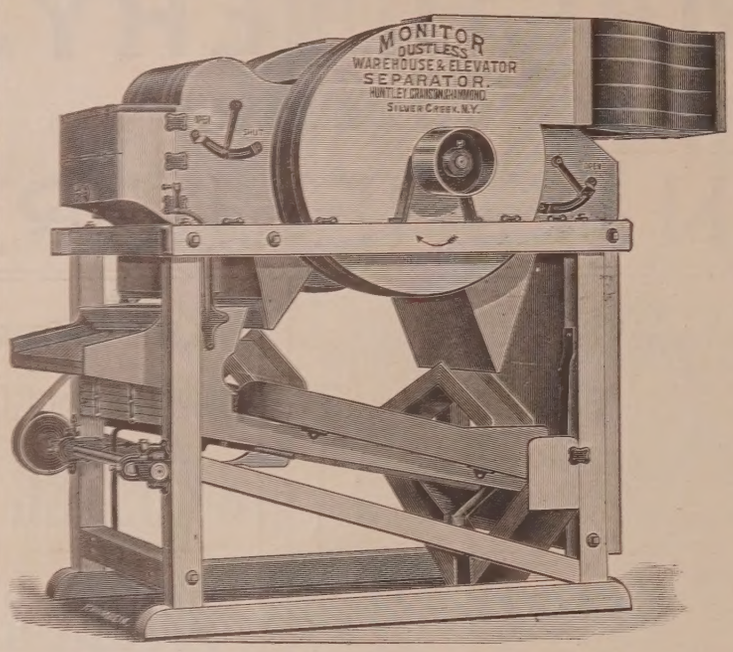


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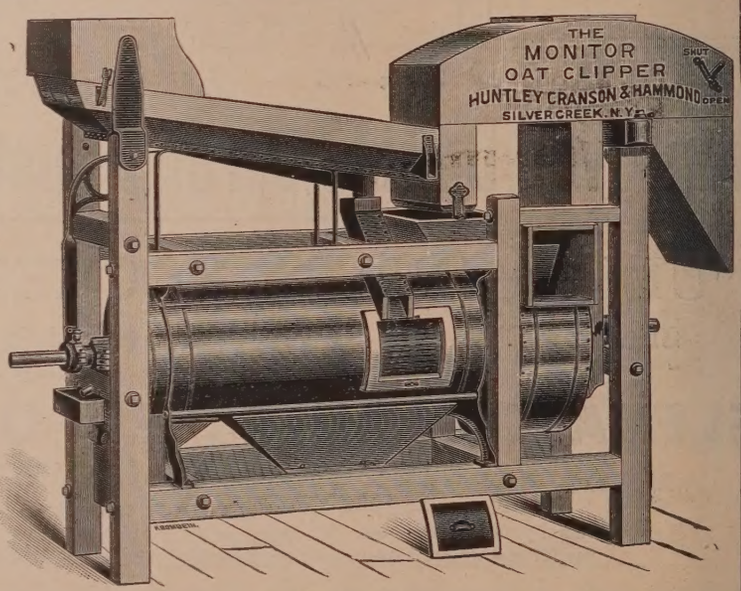
If you are interested in a machine of this kind you will be benefited by writing for full particulars.




A complete line of our machines can be seen and full information obtained at our

**Western Branch, 63-65 South Canal Street, Chicago, Ill.**

*Write for Circular, Prices, Etc*

# HUNTLEY, CRANSON & HAMMOND,

**SILVER CREEK, N. Y., U. S. A.**

**B. F. RYER,** 63-65 SOUTH CANAL ST., Manager Western Branch. **Chicago, Ill.** **HENRY SIMON,** 20 Mount Street, MANCHESTER, ENG., GENERAL AGENT FOR EUROPE.

Four Sizes from 300 to 2000 Bu. Capacity Per Hour.

# SPECIAL GRAIN HANDLING MACHINERY

—FOR—

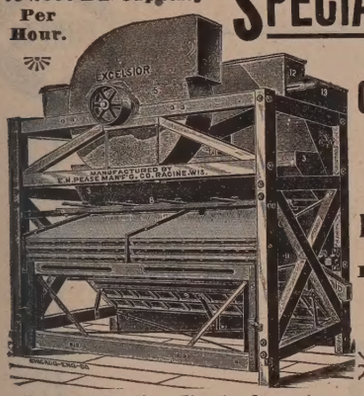
GRAIN ELEVATORS

MILLS.

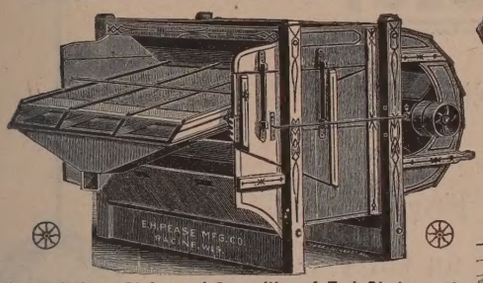
MALT HOUSES

—AND—

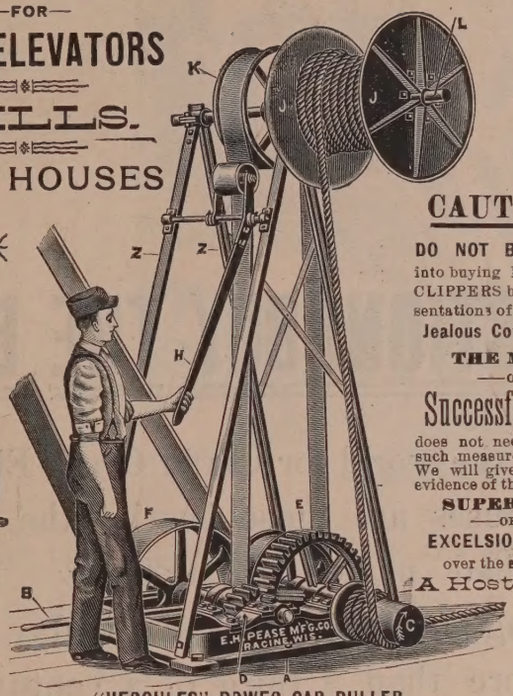
BREWERIES.



Excelsior Dustless Elevator Separator.



Several sizes, Styles and Capacities of End-Shake, and Side-Shake Warehouse Mills.



"HERCULES" POWER CAR PULLER.

**CAUTION!**

DO NOT BE DUPED into buying INFERIOR CLIPPERS by misrepresentations of our Jealous Competitors.

THE MAKER

—OF A—

Successful Clipper

does not need to resort to such measures to gain trade. We will give **Undoubted** evidence of the

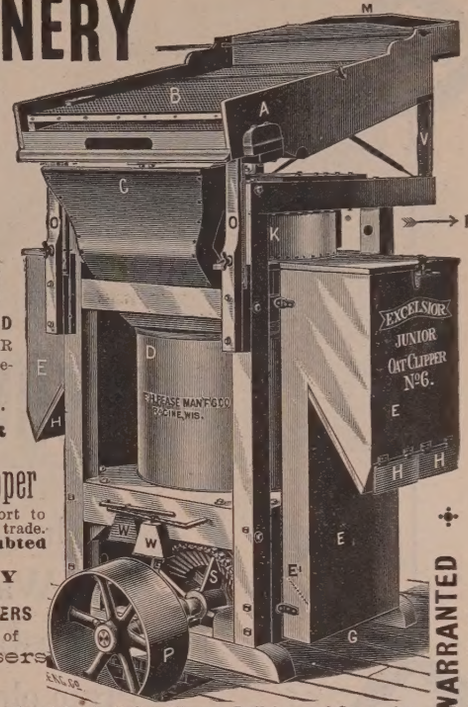
SUPERIORITY

—OF THE—

EXCELSIOR CLIPPERS

over the signatures of

A Host of Users




"Excelsior Jr." Oat Clipper, Polisher and Separator.

## PLENTY MORE TESTIMONIALS.

Letters similar to sample below, on hand for inspection of Buyers.

**"Suppose you Write us for Particulars."**

SENECA, ILL., May 8, 1890.

**E. H. PEASE MFG. CO., Racine, Wis.**

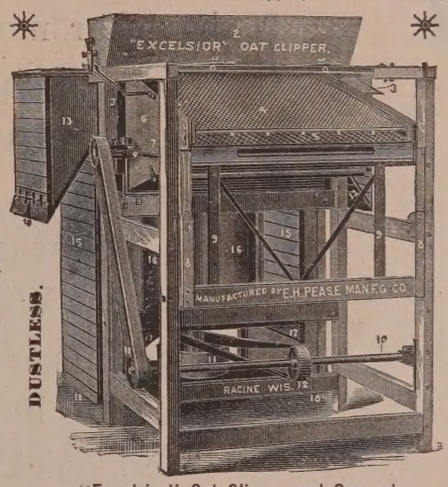
**GENTLEMEN:** In December, 1888, we bought one of your **No. 8 "Excelsior" Combined Oat Clippers, Separators and Graders,** and have clipped at least 250,000 bu. of oats with it without a cent of cost for repairs, and consider it one of the most valuable pieces of machinery in our elevator. Before buying, we examined other clippers in operation, but could find none we thought compared with the **Excelsior** in capacity or work. We have no trouble to raise the weight of oats anywhere from 3 to 10 lbs. per bu., and can change the grade *while machine runs at full speed* by moving the *governing weights* upon the regulating levers. A few days ago we went to see a ——— clipper work and judging from the work it was doing it is a total failure as an *oat clipper*.

We would not exchange our **Excelsior** Clipper for a 10-acre lot of ——— clippers. We have yet to see a machine that will come up to your **No. 8 Excelsior in quality or capacity.** *Our machine has done better than you claimed for it and paid for itself long ago.*

*We tested our clipper* a few days ago by clipping 3,500 bu. of oats by actual weight, with less than 1-2 lb. waste per bu. We also shipped two cars of oats from same bin to same commission merchant in Chicago, viz.: One car clipped and one car not clipped; we got 1 1-2 cents per bu. more for the clipped than the unclipped oats (1-2 cent per bu. covers cost of clipping and waste) * * * * * * * * etc.

Yours truly,

**HOGAN & NEILSON.**



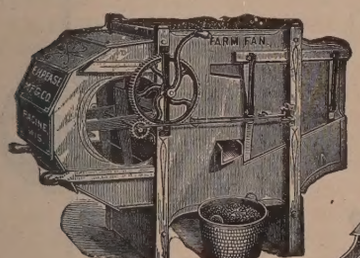

DUSTLESS.

With same Power, Conditions of Grain, and other like Circumstances.

THESE MACHINES ARE FULLY WARRANTED

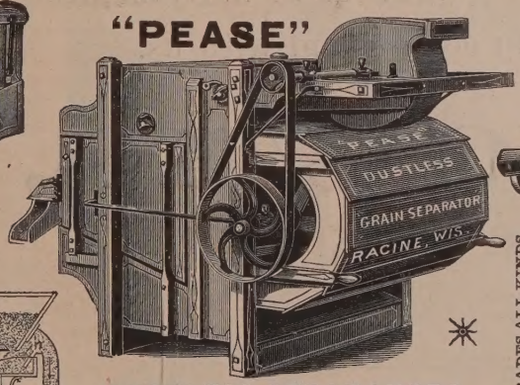
To Excel any Other Similar Machines of like sizes in the Market.

"Excelsior" Oat Clipper and Separator.




ALL SIZES AND STYLES OF "Pease" Farm Fanning Mills.

"PEASE"




DUSTLESS SEPARATORS.

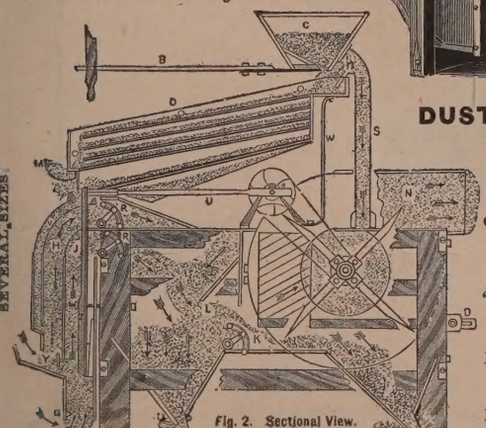


Fig. 2. Sectional View.

SEVERAL SIZES

Excelsior Dustless Separator and Grader.

OUR SPECIALTIES

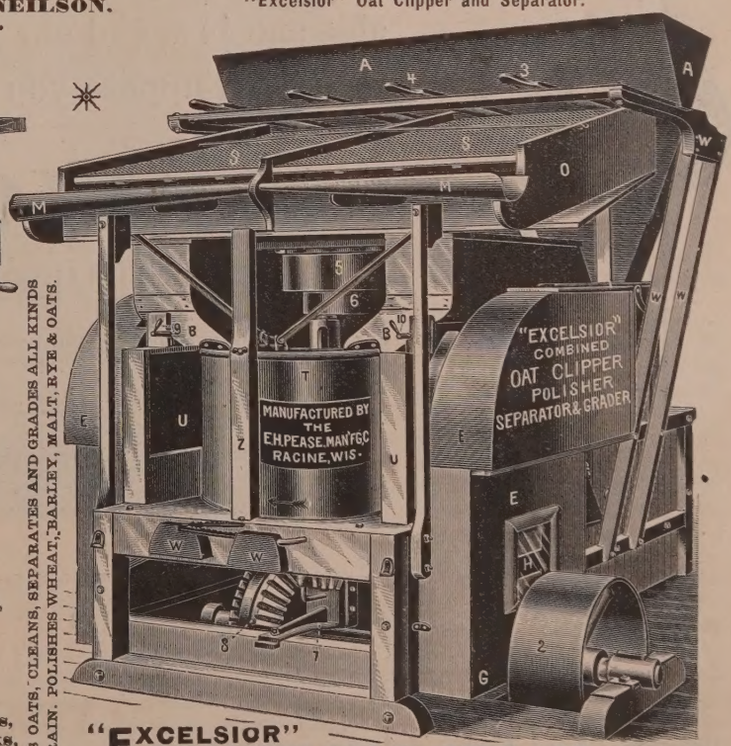
—ARE—

**Oat Clippers,**
**"Pease" Farm Fans,**
**"Pease" and "Wells" Warehouse Fanning Mills,**
**"Pease" Dustless Separators,**

**EXCELSIOR**

**Receiving Separators, Grain Graders, Cleaners and Polishers, Car Pullers, Bag Trucks, Warehouse Trucks, ELEVATOR SUPPLIES, Etc., Etc.**

CLIPS OATS, CLEANS, SEPARATES AND GRADES ALL KINDS OF GRAIN. POLISHES WHEAT, BARLEY, MALT, RYE & OATS.




"EXCELSIOR" COMBINED OAT CLIPPER AND SEPARATOR, GRADER AND POLISHER.

# E. H. PEASE MFG. CO., RACINE, WIS., U. S. A.

# UNQUESTIONABLY THE BEST

Machines in the world for use in Grain Elevators and Warehouses are those bearing the old and well-established name "EUREKA." For all grain cleaning purposes they stand to-day as they have for more than a third of a century—unrivaled in operation and unapproached in excellence of materials used and perfection of workmanship.

Our works are the largest of the kind in the world. We build more machines, and more sizes of machines, than any firm or individual in the same line in the world. We can fill your orders quickly; our prices and terms are equitable and just, and our guarantee means just what it says. Suppose you correspond with us.

## S. HOWES,

SILVER CREEK, N. Y.

SOLE PROPRIETOR EUREKA WORKS.

**Write us for full description of our "Eureka" Oat Clipper. It's the Best on Earth.**